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Government of India

# The Gazette of India



PUBLISHED BY AUTHORITY

No. 25] NEW DELHI, SATURDAY, JUNE 19, 1954

## NOTICE

The undermentioned Gazettes of India Extraordinary were published upto the 12th June 1954 :—

Issue No.	No. and date	Issued by	Subject
	S. R. O. 1862, dated the 7th June 1954.	Ministry of Transport.	Appointment of a Seamen's Employment Board at the port of Bombay.
129	S. R. O. 1863, dated the 20th May 1954.	Election Commission, India.	Election Petition No. 1 of 1953.
130	S. R. O. 1944, dated the 25th May 1954.	Ministry of Labour.	Award of the Industrial Tribunal, Calcutta in the dispute between the Bombay Life Assurance Co. Ltd Bombay and their workmen.
	S. R. O. 1945, dated the 25th May 1954.	Ditto.	Award of the Industrial Tribunal, Delhi in the dispute between the Punjab National Bank Limited and their workmen.

Copies of the Gazettes Extraordinary mentioned above will be supplied on indent to the Manager of Publications, Civil Lines, Delhi. Indents should be submitted so as to reach the Manager within ten days of the date of issue of these Gazettes.

## PART II—Section 3

Statutory Rules and Orders issued by the Ministries of the Government of India (other than the Ministry of Defence) and Central Authorities (other than the Chief Commissioners).

### ELECTION COMMISSION, INDIA

New Delhi, the 12th June 1954

S.R.O. 1950.—It is hereby notified for general information that the disqualifications under clause (c) of section 7 and section 143 of the Representation of the People Act, 1951 (XLIII of 1951), incurred by the person whose name and address are given below, as notified under notification No. CG-CS/54(1)BL, dated the 26th May, 1954, have been removed by the Election Commission in exercise of

( 1503 )

the powers conferred on it by the said clause and section 144 of the said Act respectively:—

Brigadier Cheppudira Ponnappa,  
Athithope Estate,  
Siddapur, Coorg.

[No. CG-CS/54(2)BL.]

*New Delhi, the 15th June 1954*

**S.R.O. 1951.**—It is hereby notified for general information that the disqualifications under clause (c) of section 7 and section 143 of the Representation of the People Act, 1951 (XLIII of 1951), incurred by the person whose name and address are given below, as notified under notification No. MD-CS/54(1)/BL, dated the 21st May, 1954, have been removed by the Election Commission in exercise of the powers conferred on it by the said clause and section 144 of the said Act respectively:—

Shri K. R. Karanth, Advocate, Mangalore—3, Madras State.

[No. MD-CS/54(2)/BL/11395.]

By Order,

P. N. SHINGHAL, Sec

#### MINISTRY OF LAW

*New Delhi, the 12th June 1954*

**S.R.O. 1952.**—In exercise of the powers conferred by clause (1) of article 298 of the Constitution, the President hereby directs that the following further amendments shall be made in the notification of the Government of India in the Ministry of Law No. S.R.O. 215, dated the 9th February, 1952, relating to the execution of contracts and assurances of property in the exercise of the executive powers of the Union, namely:—

In Part IV of the said notification—

- (1) Under Heading 'E', in item 9, after the words "*or the Joint Secretary*", the words "*or the Deputy Secretary*" shall be inserted.
- (2) Under Heading 'L', after the words "*Brigadiers Ordnance, Command Headquarters*", the words "*Colonels, Army Ordnance Corps, Chief Ordnance Officers, Ordnance Officers, Deputy Commandants of Ordnance Depots*", shall be inserted.

[No. F.32-III/52-L.]

*New Delhi, the 15th June 1954*

**S.R.O. 1953.**—In exercise of the powers conferred by rule 1 of Order XXVII in the First Schedule to the Code of Civil Procedure, 1908 (Act V of 1908), the Central Government hereby directs that the following further amendment shall be made in the notification of the Government of India in the Ministry of Law No. S.R.O. 1651, dated the 1st September, 1953, relating to the appointment of officers to sign and/or verify plaints and written statements in suits in any court of civil jurisdiction by or against the Central Government, namely:—

In the Schedule to the said notification, in Part XVII, after the entry "Development Commissioner, Kandla", the entry "Secretary to the Development Commissioner, Kandla" shall be inserted.

[No. F.25-1/53-L.]

**S.R.O. 1954.**—In exercise of the powers conferred by rule 1 of Order XXVII in the First Schedule to the Code of Civil Procedure, 1908 (Act V of 1908), the Central Government hereby directs that the following further amendment shall be made in the notification of the Government of India in the Ministry

of Law No. S.R.O. 1651, dated the 1st September, 1953, relating to the appointment of officers to sign and, or verify complaints and written statements in suits in any court of civil jurisdiction by or against the Central Government, namely:—

In the Schedule to the said notification, in Part III, Ministry of Communications, under the heading "Government of India Overseas Communications Service", for the entries "General Manager", "Assistant General Manager", and "General Traffic Manager", the entries "Director-General", "Director (Administration)", and "Deputy Director-General (Traffic)" shall respectively be substituted.

[No. F.25-1/53-L.]

B. N. LOKUR, Joint Secy.

### MINISTRY OF HOME AFFAIRS

*New Delhi, the 10th June 1954*

**S.R.O. 1955.**—Whereas arrangements have been made with the Government of the Federation of Malaya for taking the evidence of witnesses residing in the Federation of Malaya in relation to criminal matters in courts of India, the Central Government, in pursuance of sub-section (3) of section 504 of the Code of Criminal Procedure, 1898 (Act V of 1898), hereby directs that commissions from courts in India for the examination of witnesses in the Federation of Malaya shall be issued in the form annexed hereto, to the Chief Justice of the Federation of Malaya and that such commissions shall be sent to the Chief Secretary to the Government of the Federation of Malaya for transmission to the Chief Justice of the Federation of Malaya.

#### IN THE COURT OF

Commission to examine witness outside India [Section 504(3)] of the Code of Criminal Procedure Code, 1898).

To

The Chief Justice of the Federation of Malaya.

WHEREAS it appears to me that the evidence of \_\_\_\_\_ is necessary for the ends of justice in case No. \_\_\_\_\_

Vs. \_\_\_\_\_ in the Court of \_\_\_\_\_ and that such witness is residing within the local limits of your jurisdiction and his attendance cannot be procured without an amount of unreasonable delay, expense or inconvenience, I \_\_\_\_\_ have the honour to request and do hereby request that for the reasons aforesaid and for the assistance of the said Court you will be pleased to summon the said witness to attend at such time and place as you shall appoint and that you will cause such witness to be examined upon the interrogatories which accompany this commission (for *viva voce*).

Any party to the proceedings may appear before you by Pleader or if not in custody, in person, and may examine, cross examine or re-examine (as the case may be) the said witness.

And I further have the honour to request that you will be pleased to cause the answers of the said witness to be reduced into writing and all books, letters, papers, and documents produced upon such examination to be duly marked for identification and that you will be further pleased to authenticate such examination by your official seal (if any) and by your signature and to return the same together with this commission to the undersigned through the Chief Secretary to the Government of the Federation of Malaya.

Given under my hand and the seal of the Court this \_\_\_\_\_

day of \_\_\_\_\_

19

*Judge*

*District Magistrate*

*Presidency Magistrate.*

[No. 110/51-Judl.]

M. GOPAL MENON, Dy. Secy.

*New Delhi, the 10th June 1954*

**S.R.O. 1956.**—In exercise of the powers conferred by sections 17 and 27 of the Indian Arms Act, 1878 (XI of 1878), the Central Government hereby directs that the following further amendment shall be made in the Indian Arms Rules, 1951, namely:—

In the Table set forth in Schedule VII to the said Rules after item (9) and the entry relating to the Saurashtra Gram Rakshak Dal, the following item and entry shall be inserted, namely:—

(i)	(ii)
“(10) Such licencees of West Bengal as are issued arms licences and are supplied with arms by the State Government under the Village Resistance Parties Scheme.	Such arms as are supplied by the State Government and such ammunition as is purchased by the licencees concerned.”

[No. 9/22/54-Police(I).]

*New Delhi, the 15th June 1954*

**S.R.O. 1957.**—In exercise of the powers conferred by section 27, of the India Arms Act, 1878 (XI of 1878), the Central Government hereby exempts the Ner Government armed escorts accompanying Captain Manbahadur Saha proceeding with Nepal Government treasure, from Kathmandu to Gauriphanta *via* Raxa and returning *via* Nepalganj, from all the prohibitions and directions contained in the said Act in respect of the following arms and ammunition, namely:—

- (1) One .33 bore revolver No. 5009 with seventeen cartridges.
- (2) Two stenguns Nos. 65507 and 83620 with two hundred and sixteen cartridges.
- (3) Thirteen .303 bore short rifles Nos. 562, 4537, 2952, 3103, 12934, 12381, 33035, 35257, 13393, 3599, 30229, 6138 and 2068 with two hundred and sixty cartridges.

[No. 9/35/54-Police(I).]

**S.R.O. 1958.**—In pursuance of clause (1) of article 239 and clause (1) of article 243 of the Constitution and in supersession of the notification of the Government of India in the Ministry of Home Affairs, No. 29/1/49-Police(1), dated the 14th May, 1949, the President hereby directs that the Chief Commissioners of the States of Delhi, Ajmer, Coorg and the Andaman and Nicobar Islands shall, subject to the control of the President and until further orders, discharge the functions of the Central Government under section 7 of the Explosive Substances Act, 1908 (VI of 1908), in their respective States.

[No. 25/1/54-Police(1).]

N. SAHGAL, Dy. Secy.

*New Delhi, the 11th June 1954*

**S.R.O. 1959.**—In exercise of the powers conferred by the proviso to article 309 read with articles 313 and 372 of the Constitution and paragraph 19 of the Adaptation of Laws Order, 1950, and after consultation with the Comptroller and Auditor General as required by clause (5) of article 148 of the Constitution, the President hereby directs that the following further amendment shall be made in the Civil Services Regulations, namely:—

To article 531-B of the said Regulations, the following *Explanation* shall be added, namely:—

“*Explanation.*—For the purposes of clause (a) of this Article, the expression “the date of retirement”, in relation to a Government servant re-employed after retirement, without any break, either in the same or in another Class I post under the Central Government or in any other equivalent post under a State Government, shall mean the date on

which such Government servant finally ceases to be so re-employed in Government service".

[No. 29/10/52-Estt.]

B. D. TEWARI, Dy. Secy.

*New Delhi, the 15th June 1954*

**S.R.O. 1960.**—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby directs that the following further amendment shall be made in the rules published with the notification of the Government of India in the late Home Department, No. F.9-19/30-Ests., dated the 27th February 1932, namely:—

For the words "a Central Service, Class III or a Central Service, Class IV" occurring in the Explanation below rule 6, the words "a subordinate service" shall be substituted.

[No. 7/29/53-Ests.]

S. P. MAHNA, Under Secy.

#### MINISTRY OF STATES

*New Delhi, the 14th June 1954*

**S.R.O. 1961.**—In exercise of the powers conferred by section 2 of the Part C States (Laws) Act, 1950 (XXX of 1950), the Central Government hereby extends to the State of Manipur the Assam Embankment and Drainage Act, 1941 (Assam Act VII of 1941) (hereinafter in this notification referred to as the said Act) as at present in force in the State of Assam subject to the following modifications, namely:—

1. Throughout the said Act except in sub-clause (b) of clause (ii) and sub-clause (a) of clause (iv), of section 2, and section 11, for the words "State Government" the words "Chief Commissioner" shall be substituted.

2. In section 1 of the said Act, for clauses (ii) and (iii) the following clauses shall be respectively substituted, namely:—

"(ii) It extends to the whole of the State of Manipur;

(iii) It shall come into force on such date as the Chief Commissioner of Manipur may, by notification in the Official Gazette, appoint."

3. In section 2 of the said Act, in sub-clause (a) of clause (iv) after the words, figures and brackets "(Regulation I of 1886)" the words "as extended to the State of Manipur" shall be inserted.

4. In section 5 of the said Act, in sub-clause (b) of clause (i) the words "of the District in which such embankment or drain is situated" shall be omitted.

5. In section 8A of the said Act—

(a) the words "or, where the scheme affects persons in more than one district, the Commissioner of Division" shall be omitted;

(b) the words "or the Commissioner as the case may be" wherever they occur shall be omitted.

6. In section 9 of the said Act, in the proviso to clause (ii) for the words "on land in temporary settled districts of Assam" the words "on temporarily settled land" shall be substituted.

#### ANNEXURE

The Assam Embankment and Drainage Act, 1941 (Assam Act VII of 1941), as modified by this notification.

## ASSAM ACT VII OF 1941

## THE ASSAM EMBANKMENT AND DRAINAGE ACT, 1941

(Passed by the Assam Legislature)

(Received the assent of the Governor on the 3rd May 1941)

(Published in the Assam Gazette of the 14th May 1941)

*An Act to provide for the construction, removal and up-keep of embankments and for the drainage and improvement of lands in Assam*

**Preamble.**—Whereas it is expedient to make provision for the construction, maintenance, management, removal and control of embankments and for the better drainage and improvement of lands in Assam;

And whereas the previous sanction of the Governor has been obtained to the introduction of this Bill;

It is hereby enacted as follows:—

1. **Short title, extent and commencement.**—(i) This Act may be called the Assam Embankment and Drainage Act, 1941.

(ii) It extends to the whole of the State of Manipur.

(iii) It shall come into force on such date as the Chief Commissioner of Manipur may, by notification in the Official Gazette specify in that behalf.

2. **Definitions.**—In this Act, unless there is anything repugnant in the subject or context—

- (i) "Cattle" includes also elephants, buffaloes, horse, ponies, mules, pigs, sheep and goats. ✓
- (ii) (a) "Embankment" means any embankment, public or private constructed for the purpose of excluding, regulating or retaining and includes all earthen or masonry walls, dams, spillways, groins, sluices, syphons, water gauges, bench-marks and other subsidiary to any such embankment; but does not include any "all" or ridge surrounding or dividing a field or any public or private road.
- (b) "Public Embankment" means an embankment vested in the Crown or under the control and administration of the Provincial Government or any Local Board, Municipality or Town Committee.
- (c) "Private Embankment" means any embankment which is not a public embankment.
- (d) "Drain" includes dongs and irrigation channels in the plains, a tunnel, a culvert, a ditch, a channel, a canal, a syphon, a sluice or artificial water course of any other description and any other device for excluding, regulating or retaining water, rain water, flood water or sub-soil water; but does not include the ordinary irrigation processes in hill and submontane districts.
- (iii) "Embankment Officer" means the Executive Engineer of any Division and any other officer not below the rank of Executive Engineer whom the Chief Commissioner may declare to be such.
- (iv) (a) "Owner" shall include proprietors and settlement holders as defined in the Assam Land and Revenue Regulation, 1886 (Regulation I of 1886) as extended to the State of Manipur and every intermediate tenant between the proprietor or settlement holder and the occupier and with respect to unsettled waste land, shall mean Provincial Government.
- (b) "Occupier" means the person residing in or in possession of any house, land or place.
- (c) "Local Area" means an area notified as such by the Chief Commissioner in the Gazette to which section 13 of this Act would apply.
- (d) "Prescribed" means prescribed by rules and under this Act.
- (e) "Cost" means the capital cost of a work including that of the connected survey but does not include any maintenance or interest charges, or any contribution made by Government under section 7.

3. **Right of entry upon private land and payment for damage.**—(i) It shall be lawful for any officer generally or specially authorised by the Chief Commissioner in this behalf and for his servants and workmen to enter upon, survey and take levels of any land, whether covered with water or not;

to dig or bore into the subsoil; to make levels by placing marks; and to cut down and clear away any part of any standing crop, fence, or jungle whenever necessary for the completion of any survey:

Provided that no person shall enter into any building or upon any enclosed court or garden attached to a dwelling house, unless with the consent of the occupier thereof, without previously giving the occupier at least ten days' notice in writing of his intention to do so.

(ii) The officer so authorised shall at the time of such entry pay or tender payment for all damage done as aforesaid and in case of dispute as to the sufficiency of the amount so paid or tendered, he shall refer forthwith the dispute to the Deputy Commissioner whose decision which shall be based on an enquiry, held either by himself or by a gazetted officer not below the rank of Extra Assistant Commissioner deputed by him, shall be final. Nothing in this sub-section shall debar the person injured from applying direct to the Deputy Commissioner for compensation. No claim under this sub-section made later than six months after the damage occurred shall be entertained.

**4. Construction, removal or alteration of embankments or removal of obstructions.**—(i) The Embankment Officer shall have power:—

(a) to remove any obstruction of any kind which in his opinion endangers the stability of any embankment or drain,

(b) to remove or alter any embankment or drain or any obstruction of any kind which in his opinion endangers the safety of any town or village or is likely to cause loss of property by interfering with the general drainage or the flood drainage of any tract of land, and

(c) to construct any embankment or drain the absence of which, in his opinion, endangers the safety of any town or village.

(ii) Except as hereinafter provided the Embankment Officer shall, before exercising his powers under sub-section (i) above, apply to the Deputy Commissioner for permission stating the nature of the action proposed to be taken and the reasons therefor. Thereupon the Deputy Commissioner shall publish a general notice to all persons likely to be affected and after considering any objection that may be received, may refuse or grant permission either absolutely or subject to such conditions as he may think fit to impose. Any person aggrieved by the Deputy Commissioner's order may within thirty days thereof appeal to the Chief Commissioner whose decision shall be final.

(iii) In case of grave and imminent danger to life or property the Embankment Officer may forthwith commence the execution of any work under sub-section (i) and then apply for permission under sub-section (ii) above. Before the Embankment Officer begins any emergency work under this section he shall intimate his proposals to the Railway Administration, Local Boards, Municipalities and Town Committees within the area affected by such work. But in any such case, if it should appear that anything done by the Embankment Officer was unnecessary, any person who has sustained damage by the execution of the work shall be entitled to make a claim to compensation for the decision of the Deputy Commissioner. No claim under this sub-section made later than six months after the damage occurred shall be entertained. An appeal against the Deputy Commissioner's decision shall lie to the District Judge but no appeal shall be entertained unless it is made within sixty days of the date of the Deputy Commissioner's decision. Where the claim is upheld, the applicant is entitled to have the land, embankment or drain restored as nearly as possible to its original state, regard being had to the amount of the work which the Deputy Commissioner or the District Judge, as the case may be, considers to have been necessary, at the expense of Government:

Provided that no suit or criminal prosecution shall lie against the Embankment Officer for anything done or omitted to be done by him in good faith under this Act.

**5. Application for a drain or a new embankment or a sluice in a public embankment.**—(i) (a) If any person desires that a bridge, culvert syphon or sluice be made in any public embankment for the purpose or drainage or irrigation, or

(b) If within any local area to which section 13 has been applied, any person desires that any new embankment or drain be constructed or that any existing embankment or drain be altered or removed.

He shall make an application in writing to the Deputy Commissioner.

(ii) At the time of making such application the applicant(s) shall deposit with the Deputy Commissioner the sum of Rupees ten towards the expense of surveys, etc., necessary for investigating the soundness of the proposal.

6. *Procedure for enquiry and realisation of cost.*—When application has been made to the Deputy Commissioner under section 5 he shall forward the proposals to the Chief Commissioner.

7. *Preparation of schemes for improvement of drains, embankments and flood protection.*—Whenever it appears to the Chief Commissioner that any embankment or drainage work is necessary for the improvement of any lands, or for the proper cultivation or irrigation thereof, or for protection from floods or other accumulations of water, or from erosion by a river (whether the lands to be so protected are in the immediate vicinity of the place where the work is considered necessary; or otherwise) the Chief Commissioner after consultation with the Railway Administration, any Local Board, Municipality or Town Committee regarding all schemes within a notified local area, and in all other areas without such consultation, may cause a scheme for such embankment or drainage work to be drawn up by the Embankment Officer and published together with an estimate of its cost and a statement of the proportion of such cost which the Government proposes to defray, and a schedule of the lands which it is proposed to make chargeable.

8. (i) *Power to enter and survey etc.*—The person authorised by the Chief Commissioner to draw up such a scheme may with his servants and workmen enter upon any lands adjacent to any embankment of drain or on which any embankment or drain is proposed to be made, and undertake surveys or levels thereon; and dig and bore into the sub-soil; and make and set up suitable land-marks, level marks and water gauges; and do all acts necessary for the preparation of the scheme contemplated under this Act; and

(ii) *Power to clear land*—where otherwise such enquiry cannot be completed such officer or other person acting under his orders may cut down and clear away any part of any standing crop, fence or jungle.

(iii) *Information or assistance to be furnished.*—Every proprietor and settlement-holder of any land and every person entitled to receive rent in respect of any land or occupying any land as a tenant, shall, on the written requisition of the Embankment Officer, furnish, personally or otherwise, as the Embankment Officer directs, such information or assistance as may be required by that officer for the purpose of preparing the scheme.

*Notice of intended entry into courtyard and gardens attached to the dwelling houses.*—Provided that, if such aforesaid officer or person acting under his orders proposes to enter into any enclosed court or garden attached to a dwelling house, he shall previously give the occupier of such court or garden at least ten days' notice in writing, of his intention to do so.

(iv) *Compensation for damage caused by entry.*—In every case of entry under this section the aforesaid officer shall, at the time of such entry, tender compensation for any damage which may be occasioned by any proceeding under this section; and, in case of dispute as to the sufficiency of the amount so tendered he shall forthwith refer the same for decision by the Deputy Commissioner and such decision which shall be based on an enquiry, held either by himself or by a gazetted officer not below the rank of Extra Assistant Commissioner deputed by him, shall be final.

8A. As soon as possible after the publication of a scheme under section 7, a Deputy Commissioner, shall invite objections by a proclamation allowing one month's time for their receipt from the public, and any Railway Administration, Local Board, Municipality or Town Committee likely to be affected. On receipt of any objections the Deputy Commissioner shall publish a notice stating the place, date and time at which an enquiry will be held for the purpose of ascertaining the validity of the objections. After such enquiry has been completed the Deputy Commissioner shall forward the objections along with his recommendations to the Chief Commissioner.

9. (i) *Completion of scheme.*—After taking into consideration any objections and recommendations made under the preceding section the Chief Commissioner may direct that the scheme drawn up under section 7, with such consequential modifications as Government deem necessary, be put into operation and completed forthwith, or within such period as may be directed.

(ii) *Rates.*—An annual rate may be charged on the occupier or, if there is no occupier, the owner of all lands proposed to be made chargeable under section 7 so as to liquidate the cost of the scheme within a period not exceeding twenty years as Government may prescribe. Such rate shall not be varied by the Chief Commissioner.

Provided that no rate shall be levied on temporarily settled land which is liable to periodic enhancement of revenue within ten years of completion of the improvements effected under this Act.



(iii) *Recovery of rate.*—Any rate charged under this Act shall be recoverable as if it was an arrear of land revenue.

The Chief Commissioner shall take into account the decree of benefit accruing to the assessee when deciding upon the date from which the rate shall be levied.

10. (i) *Disposal of claim to compensation.*—Whenever any:—

- (a) obstruction is removed or embankment or drain removed, constructed or altered under section 4(i)(a), (b) and (c) or
- (b) embankment or drainage work carried out under section 9 or
- (c) emergent work undertaken under sub-section 4(iii) or
- (d) right of fishery, right of drainage, right of use of water or other right of property, other than as mentioned above, has been injuriously affected

a claim to compensation for any loss arising therefrom may be made within three years of the compensation of the work before the Deputy Commissioner who shall award such compensation as he considers fair and reasonable. An appeal against the Deputy Commissioner's decision shall lie to the District Judge, but no appeal shall be entertained unless it is made within sixty days of the date of the Deputy Commissioner's decision. The District Judge's decision shall be final.

(ii) *Limitation of such claims.*—No such claim shall be entertained after the expiry of three years from the occurrence of the loss complained of, unless the Deputy Commissioner is satisfied that the claimant had sufficient cause for not making the claim within such period.

11. *Vesting of certain rights in the crown.*—The right of access to and maintenance of any embankment or drain or portion thereof constructed improved or repaired under any section of this Act shall vest in the Crown and be under the control and administration of the Provincial Government.

12. (i) *Penalties for trespass on embankment or drains.*—Any person who, without the permission of the Embankment Officer—

- (a) grazes any cattle or allows any cattle belonging to him or in his charge to trespass on any public embankment or drain or
- (b) cuts or roots out any trees, shrubs or grass growing on any public embankment or drain or
- (c) takes any vehicle over or across any public embankment or drain or
- (d) damages or obstructs any embankment or drain constructed, repaired or maintained under the provisions of this Act

shall be punished with imprisonment of either description for a term which may extend to six months, or with fine which may extend to two hundred rupees, or with both.

(ii) No person shall, without due authority, cut through any embankment or drain or destroy or attempt to destroy, any such embankment or drain or open or shut or obstruct any sluice in any such embankment or drain or any public water course; and every person who shall commit any breach of the provisions of this sub-section shall be liable to imprisonment of either description for a term not exceeding six months or to a fine not exceeding two hundred rupees, or to both.

13. *Penalties for constructing maintaining etc. an embankment or drain.*—Any person who, without the permission of the Deputy Commissioner constructs, removes, alters or damages any embankment or drain, within the limits of any local area to which this section may from time to time be applied by a notification in the Official Gazette by the Chief Commissioner, shall be punished with imprisonment of either description for a term which may extend to six months, or with a fine which may extend to two hundred rupees or with both.

14. (i) *Notice for removal of embankment or drain and penalties for neglect of such removal.*—The Deputy Commissioner may by notice require any person, who constructs or alters any embankment or drain in contravention of the provisions of section 13, to remove the same within a reasonable time to be specified in the notice.

(ii) If any embankment or drain of which the removal has been required by notice under sub-section (i) is not removed within the time specified in the notice, the Deputy Commissioner may cause the same to be removed.

(iii) The cost of the removal of any embankment or drain removed under the provision of sub-section (ii) shall be recoverable as an arrear of land

revenue either from the person who constructed or altered the embankment or drain or who caused it to be constructed or altered or jointly and severally from both such persons as the Deputy Commissioner may determine.

15. (i) *Prior consultation with the Public Works and Public Health Departments.*—In deciding questions which he is required to do under the provisions of this Act the Deputy Commissioner shall first consult the Public Works Department on all questions involving technical matters.

(ii) Before any capital work is undertaken the Public Health Department shall be consulted.

16. *Certain persons deemed to be public servants.*—Every person authorised by an Embankment Officer to act under section 7 shall be deemed to be a "Public servant" within the meaning of the Indian Penal Code. (Act XLV of 1860.)

17. *Power to make rules.*—The Chief Commissioner may subject to the condition of previous publication make rules generally to carry out the provisions of this Act and in particular to regulate the following matters:—

- (a) the proceedings of any officer who, under any provisions of this Act, is required or empowered to take action in any matter;
- (b) the manner in which any order or public notice issued under the provisions of this Act shall be published;
- (c) the area in respect of which the Deputy Commissioner shall consult the Railway Administration and Local Bodies with regard to applications under section 5;
- (d) the manner in which apportionment of costs under this Act shall be made; and
- (e) the rates chargeable under the provisions of this Act.

18. *Indian Railways Act, 1890 (Act IX of 1890) not affected.*—Nothing in this Act shall affect the provisions of the Indian Railways Act, 1890 (Act IX of 1890).

[No. 72-J.]

J. C. GHOSAL, Under Secy.

## MINISTRY OF COMMERCE AND INDUSTRY

### COFFEE CONTROL

*New Delhi, the 15th June 1954*

S.R.O. 1962.—In exercise of the powers conferred by sub-section (3) of Section 4 of the Coffee Market Expansion Act, 1942 (VII of 1942), the Central Government, on the recommendation of the Government of Coorg, hereby nominate Shri K. P. Karumbaya, Virajpet, Coorg, as a member of the Indian Coffee Board.

[No. 13(13)-Plant/53.]

SHIV DEV SINGH, Under Secy.

*New Delhi, the 19th June 1954*

S.R.O. 1963.—In exercise of the powers conferred by the proviso to Explanation I to sub-section (1) of section 3 of the Dhoties (Additional Excise Duty) Act, 1953 (39 of 1953) the Central Government hereby fixes the permissible quota for the quarter April 1954 to June 1954 and for every subsequent quarter, in respect of the Maheshwari Mills Ltd., Ahmedabad to be 550,000 yards (Five hundred and fifty thousand yards only).

[No. 9(27)-CT(A)/53-8.]

B. SANYAL, Under Secy.

## MINISTRY OF TRANSPORT

### Transport Wing

### MERCHANT SHIPPING

*New Delhi, the 10th June 1954*

S.R.O. 1964.—Whereas having regard to the circumstances prevailing at present in relation to every ship which is a home-trade ship, the Central Government is satisfied that the requirements contained in section 25A of the Indian Merchant Shipping Act, 1923 (XXI of 1923), are unnecessary and ought to be dispensed with in the case of such ship;

Now, therefore, in exercise of the powers conferred by section 289C of the said Act, the Central Government hereby exempts every ship which is a home-trade ship from the requirements contained in the said section 25A.

[No. 75M.A.(17)/54.]

**MINISTRY OF TRANSPORT****MERCHANT SHIPPING**

*New Delhi, the 12th June 1954*

**S.R.O. 1965.**—In exercise of the powers conferred by section 21 of the Indian Merchant Shipping Act, 1923 (XXI of 1923), and in supersession of all previous Rules published on the subject, the Central Government hereby makes the following rules to regulate the granting of Certificates of Competency to Masters and Mates in the Mercantile Marine.

These rules shall come into force on the 12th June, 1954.

**RULES RELATING TO THE EXAMINATION OF MASTERS AND MATES****CHAPTER I****INTRODUCTORY**

1. *Authority for Rules.*—These rules are issued in pursuance of the Indian Merchant Shipping Act, 1923 (XXI of 1923).

By sections 15 and 21 of that Act provision is made for holding examinations for the grant of certificates of competency and power is given to the Central Government to make rules for the conduct of such examinations and the qualifications of the applicants.

In accordance with Section 11 of the Indian Merchant Shipping Act, 1923, every Indian foreign-going ship\* and every Indian home trade ship of 300 tons or upwards when going to sea from any place in India shall be provided with officers duly certificated under this Act according to the following scales:—

- (a) In any case with a duly certificated Master;
- (b) If the ship is of 300 tons or upwards, with at least one officer besides the Master holding a certificate not lower than that of Mate.

An officer is not duly certificated unless he is the holder for the time being of a valid certificate under the Merchant Shipping Act of a grade appropriate to his station in the ship or of a higher grade. A valid certificate means a certificate of competency granted by the Central Government or by the Government of the U.K. or of a Commonwealth Country or of a British Colony or Possession which has been declared by Order in Council made under Section 102 of the United Kingdom Merchant Shipping Act, 1894, to have the same force as a certificate of competency granted under that Act (see Appendix J), or a Certificate of Service granted by the Ministry of Transport United Kingdom (see Rule 17).

By Section 13 of the Indian Merchant Shipping Act, any person who

- (a) having been engaged as one of the officers mentioned in Section 11, goes to sea as such officer without being duly certificated, or
- (b) employs a person as officer in contravention of Section 11 without ascertaining that the person so serving is duly certificated,

shall be liable for each such offence to a fine which may extend to five hundred rupees.

**CHAPTER II****GENERAL****Applications to be examined and conditions of entry**

2. *Examination of Aliens.*—No alien may be examined for a certificate of competency as Master (foreign-going), or First Mate (foreign-going), Master (home trade) or Mate (Home trade), without the prior approval of the Central Government.

*Explanation.*—"Alien" means a person other than a citizen of India or a Commonwealth Country.

\* "Foreign-going ship" means a ship not being a home trade ship employed in trading between any port in India and any other port or place; and "Home Trade ship" means a ship employed in trading between any ports in India or between any port in India and any port or place on the continent of India or in Burma or in the Straits Settlements in the Island of Ceylon.

3. *Proof of Nationality.*—Every candidate for a certificate of competency of any grade will be required to produce proof of nationality.

Proof of Indian Nationality will, in ordinary circumstances, involve the production of a birth certificate or of a certificate of naturalisation. If an applicant for examination cannot produce such a certificate he will be asked to furnish such documentary evidence of nationality or of birth and nationality of parents as he may be able to obtain, and, if necessary, the case will be referred to the Director General of Shipping for verification.

If the applicant is not an Indian subject, he should, as a rule, be able to produce some official document testifying to his nationality. If there is any doubt as to the authenticity of such document, the Examiner will consult the nearest appropriate Consular Officer. If necessary, the case will be submitted to the Central Government for consideration.

4. *Days and Places of Examinations.*—The days and places at which examinations are held are shown in Appendix A.

5. *How to apply.*—Candidates for examination must fill up a form of application [Form Exn. 2 (India)], at a Mercantile Marine Office. The form, properly filled in, together with the candidate's testimonials discharges and birth, first aid and watchkeeping certificates, should be lodged with the Principal Officer, Mercantile Marine Department of the port at which the candidate desires to be examined, at least a week before the day of examination; and the candidate must conform to any rules in this respect which may be printed by the Central Government. In the absence of the necessary verification of the discharges and testimonials etc., the candidate cannot be examined.

6. *How to apply in special cases.*—In cases where a candidate is in doubt as to whether his service complies with the requirements of the Rules, and wishes to submit his case for special consideration, all certificates, discharges, testimonials and watchkeeping certificates together with the form of application [Exn. 2 (India)], duly completed, should be submitted to the Principal Officer, Mercantile Marine Department at Bombay, Calcutta or Madras.

7. *Enquiries.*—All other enquiries regarding examinations should be made and dealt with in the same way. The point on which information is sought should be clearly stated and certificates, discharges, testimonials, etc., should always accompany the enquiry. Enquiries from candidates abroad should be addressed direct to the Chief Examiner of Masters and Mates, C/o. Directorate General of Shipping, Commerce House, Ballard Estate, Bombay—1.

8. *Applications—Particulars of Sea Service.*—A candidate's eligibility for examination will depend (amongst other things) upon the amount of sea service which he has performed and upon the ranks which he has held on board the various vessels in which he has been employed. It is therefore imperative that the particulars which the candidate inserts in Division H of the application form [Exn. 2 (India)], should be accurately stated.

Candidates for certificates, for which service as watchkeeping officer is required, must also produce certificates of watchkeeping service signed by the Masters of the vessels on which they have served. A specimen form of this certificate is shown in Appendix H.

It must be clearly understood that the amount of service laid down in the Rules for each grade of certificate of competency is the absolute minimum that can be accepted, and unless a candidate can prove the full amount he cannot be admitted to the examination.

9. *Fraud and Misrepresentation.*—Any person who makes, procures to be made, or assists in making, any false representation for the purpose of obtaining for himself or any other person, a certificate either of competency or service is for each offence liable to be punished for cheating under section 420 of the Indian Penal Code and also for knowingly giving false information to a public servant under section 182 of the Indian Penal Code.

10. *Attempted Bribery.*—If a candidate offers or attempts to offer any gratification to any officer of the Directorate General of Shipping or the Mercantile Marine Department, for the purpose of being shown any favour in the examination, he will be regarded as having committed an act of misconduct and will be rejected. He will not be allowed to be examined again until a period of at least twelve months has elapsed from the date of the rejection of his candidature.

11. *Testimonials required.*—Testimonials as to 'character', including sobriety, and to experience and ability, on board ship for at least the last twelve months of sea service preceding the date of application to be examined, will be required of all candidates.

12. *Unsatisfactory Conduct.*—Candidates who have neglected to join their vessels after having signed articles, or who have deserted their vessels after having joined, or who have been found guilty of gross misconduct on board, will be required to produce satisfactory proof of two years' subsequent service and good conduct at sea, unless the Director General of Shipping after investigation, should see fit to reduce the time.

13. *Deafness and other Physical and Mental Disabilities.*—If during the progress of the examination the Examiner finds that a candidate is afflicted with deafness, with an impediment in his speech, or with some other physical or mental infirmity, and upon further investigation is satisfied that the degree of infirmity is such as to render the candidate incapable of discharging adequately the ordinary sea-going duties of a Master or Mate, he will not allow the candidate to complete the examination and will return his examination fee; every case in which this action is taken will be reported to the Director General of Shipping.

If the candidate subsequently produces a medical certificate to the effect that his hearing, speech, or physical or mental condition has improved or is normal, the Director General of Shipping will consider allowing the candidate to sit again for examination.

14. *Aliens—Knowledge of English.*—Aliens who have been admitted to the examination under Rule 2 must prove to the satisfaction of the examiners that they can speak and write English sufficiently well to perform the duties required of them on board Indian and British vessels. If a candidate fails through ignorance of the English language he will not be re-examined for a further six months.

15. *Issue of Certificates.*—If the candidate passes he will receive a form Exn. 16 (India) authorising the Principal Officer to whom it is addressed to issue the certificate. It is, therefore, important that the port at which the certificate is to be issued should be the same on both the form Exn. 16 (India), and the form Exn. 2 (India). If circumstances involve any alteration, the Examiner will see that both forms are altered so as to avoid delay in the issue of the certificate. If the candidate is partially successful or unsuccessful, he will receive from the Examiner form Exn. 16-C (India). The candidate must retain this form and produce it to the Examiner when he next presents himself for examination.

16. *Service found to be insufficient.*—If after a candidate has passed the examination it is discovered on further investigation that his service is insufficient to entitle him to receive a certificate of the grade for which he has passed, the certificate will not be granted to him. If, however, the Director General of Shipping, is satisfied that the error in the calculation of the candidate's service did not occur through any fault or wilful misrepresentation on his part, he may either return the fee to him or place it to his credit. Should the candidate's service entitle him to a certificate of lower grade it may be granted to him, and the difference, if any, between the fee paid by him for the higher grade certificate and the fee payable for the lower grade certificate will be returned to him or placed to his credit. The higher grade certificate will not be granted until the candidate has made up his deficiency in service, and has been re-examined in all the subjects, but the Director General of shipping at his discretion dispense with the re-examination.

17. *Certificates of Service.*—An executive officer who has attained the permanent rank of Lieutenant in the Indian Navy and who has performed a period of sea service not less than the overall service which a Merchant Navy officer is required to serve at sea in the various capacities before becoming eligible to sit for the examination for a Certificate of Competency as Master Foreign-going, i.e. seven years sea service, may apply to be granted a Certificate of Service as Master of a Foreign-going ship without examination. (Reserve officers are not eligible for Certificates of Service). A Certificate of Service will not entitle the holder to go to sea as Master or Mate of a home trade ship.

Applications for certificates of service should be made on printed form Exn. 18, obtainable free of charge from the Director General of Shipping, Commerce House, Currimbhoy Road, Ballard Estate, Bombay, or the Principal Officer, Mercantile Marine Department at Bombay, Calcutta or Madras. In the United Kingdom, form Exn. 18 may be obtained from the Registrar General of Shipping and

Seamen, Llantrisant Road, Llandaff, Cardiff, or from the Superintendent of a Mercantile Marine Office.

Applicants on duty in India should submit their claims through the Commander-in-Chief, Indian Navy, for transmission to the Under Secretary of State for Commonwealth Relations, Commonwealth Relations Office, London, S.W. 1; but when such officers are in the United Kingdom, the claim may be sent direct to the Commonwealth Relations Office.

Applications will be forwarded after scrutiny to the United Kingdom, Ministry of Transport, Berkeley Square House, Berkeley Square, London, W.1.

Certificates of Service will be issued for the present by the United Kingdom, Ministry of Transport only.

A fee of £1 is chargeable for a Certificate of Service under Section 2(1) (b), of the United Kingdom Fees (Increase), Act, 1923.

18. *Examination of Officers in the Indian Navy.*—Officers of the Indian Navy may be examined for certificates of competency on the same conditions as officers in the Mercantile Marine. The applications of officers wishing to be so examined should be made, if on the active list, through their Commanding Officers, and if on half-pay direct to the Commander-in-Chief, Indian Navy, who, in either case, will forward the application to the Director General of Shipping.

#### Certificates Lost or Exchanged

19. *Copies of Lost Certificates.*—An applicant for a certified copy of a lost Certificate either of competency or service, should complete a form of applic. Exn. 23 (India), giving the necessary particulars, and hand it to the Principal Officer, Mercantile Marine Department, Bombay, Calcutta or Madras. A declaration as to the circumstances in which the certificate was lost must be made by the applicant before the Principal Officer who will state thereon whether a fee is to be charged or not, and will forward the application form to the Director General of shipping, who will forward a certified copy of the lost certificate for delivery to the applicant. The fee for renewal shall not exceed Rs. 5.

No fee is chargeable if the applicant can prove that the certificate was lost through shipwreck or fire.

20. *Exchange of certificate.*—An officer holding an old-type certificate may exchange it for a certificate of the same grade in book form or payment of a fee of Rs. 2. Application should be made on form Exn. 23 (India) and the fee paid to the Principal Officer who will forward the application to the Director General of Shipping.

#### Endorsement of Certificates

21. Recipients of Government awards can have their certificates of competency suitably stamped if they submit evidence of the award together with their certificate to the Director General of Shipping either directly or through a Principal Officer, Mercantile Marine Department.

Holders of a Postmaster-General's certificate in Wireless Telegraphy, a certificate granted by the Director General of Posts and Telegraphs as Wireless Operator or a Ministry of Transport Radar Maintenance or Observer's Certificate can similarly have particulars of these certificates endorsed on their certificates of competency (see also Rules 31, 32, 33, and 34).

#### First Aid Certificates

22. (a) Every candidate for a certificate of competency of any grade as Master or Mate will be required to produce a certificate of proficiency in First Aid which should be to the satisfaction of the Principal Officer. Any certificate which is accepted by the Ministry of Transport, United Kingdom, will also be accepted for the purpose of this rule.

(b) The certificate must be an adult certificate, i.e. obtained by the candidate when 16 years of age or more, and the examination for it must have been passed not more than 3 years before the date of the examination for the Certificate of Competency.

(c) If a candidate does not possess such a certificate of proficiency in First Aid, he should apply some time before he wishes to sit for the examination for a certificate as Master or Mate, to the Port Health Officer, of the Port at which he will sit for examination who will inform him of the available facilities for the instruction and examination of candidates in First Aid.

### Sight Tests

23. Every candidate for a certificate of competency must pass the prescribed sight tests before he can receive a certificate. If circumstances render it necessary for him to be examined in navigation and seamanship before undergoing the sight tests, such examination will be cancelled if he fails to pass either of the sight tests. A pass certificate in the sight tests is valid for three months.

Detailed information with regard to the conduct of the examination and the standards required is contained in Appendix C.

(b) *Letter Test*.—Every candidate for a certificate of competency must pass the letter test. If he obtained a certificate of competency before 1st January, 1914, he will only be required to possess half normal vision using both eyes together. Otherwise he must pass a higher standard, viz., normal vision using both eyes or either eye separately.

(c) *Lantern Test*.—Every candidate must pass the lantern test or produce a valid pass certificate in the sight tests when seeking to obtain his first certificate of competency. He will not be required to undergo the lantern test on any subsequent occasion.

(d) *Examination in the Sight Tests only*.—The sight tests are open to all persons serving or intending to serve in merchant ships or in fishing boats, and all such persons are advised to take the earliest opportunity of ensuring that their vision is up to standard. Any such person, wishing to undergo the tests, should make application to a Principal Officer, Mercantile Marine Department on form Exn. 2A (India), and pay a fee of two rupees. This fee will be payable whenever a candidate is examined.

(e) Sight tests are held at Bombay, Calcutta Madras and Cochin see also Appendix B.

## CHAPTER III

### GRADES OF CERTIFICATES, AGE LIMITS AND QUALIFICATIONS REQUIRED

24. *Validity of Certificates*.—Foreign-going certificates of competency as Master or Mate issued on or after 1st January, 1931, will be valid for use on any mechanically propelled vessel, fishing boats excepted, but they will not entitle the holders to go to sea as Master or Mate of a foreign-going sailing ship unless endorsed for that purpose. Candidates who desire a sailing ship qualification can obtain the requisite endorsements to their certificates provided that they can comply with the conditions laid down in Rules 31 and 32, and pass the necessary examination in seamanship. Holders of 'Ordinary' certificates issued prior to 1st January, 1931, are entitled to act in their certified capacities in any vessel however propelled fishing boats excepted.

25. *Second Mate. (Foreign-going)*.—A candidate must not be less than 20 years of age, and must have served the equivalent of four years at sea in foreign-going ships (see Chapter IV).

26. *First Mate (Foreign-going)*.—\*A candidate must not be less than twenty-one and a half years of age, and must have served the equivalent of five and a half years at sea in foreign-going ships (see Chapter IV). This period of sea service must include either—

(a) Eighteen months in a capacity not lower than that of third of three watch-keeping officers on a foreign-going ship whilst holding a certificate as Second Mate of a foreign-going ship. (See also Rule 41); or—

(b) Two years and three months in a capacity not lower than that of First Mate of a home trade ship whilst holding a certificate as Second Mate

\*For convenience of calculation the service required is stated in a tabular form of Appendix C

of a foreign-going ship (see also Rule 38 for conditions under which service as Second or Third Mate of a home trade ship may be accepted).

27. *Master (Foreign-going).*—\*A candidate must not be less than twenty-three years of age, and must have served the equivalent of seven years of sea in foreign-going ships (see Chapter IV). This period of a service must include either

- (a) Eighteen months as First Watch-keeping officer of a foreign-going ship where the officer is next in seniority to the Master; or
- (b) Twenty-one months as First Watch-keeping officer of a foreign-going ship where the officer is not next in seniority to the Master; or
- (c) Twenty-one months as Second Watch-keeping officer of a foreign-going ship carrying only two watch-keeping officers; or
- (d) Twenty-four months as Second or Third Watch-keeping officer of a foreign-going ship carrying more than two watch-keeping officers; or
- (e) Two years and three months in a capacity not lower than that of First Mate of a home trade ship whilst holding a certificate of grade not lower than that of First Mate of a foreign-going ship; or
- (f) Three years as Master of a home trade ship; during at least one year of this service, the candidate must have held a certificate of grade not lower than that of Second Mate of a foreign-going ship or Master of a home trade ship.

(See also Rule 38 for conditions under which service as Second Mate and Third Mate of a home trade ship may be accepted).

A candidate who possesses or is entitled to a Certificate of Service as Master (see Rule 17) may be examined for a certificate of competency without producing evidence of sea service.

For interpretation of watch-keeping service for the purpose of these Rules, see Rule 41.

28. *Mate (home trade).*—\*A candidate must not be less than twenty years of age, and have served four years at sea (see Chapter IV).

29. *Master (Home trade).*—A candidate must not be less than twenty-three years of age and have served five years at sea (see Chapter IV) of which:—

- (a) One year must have been in a capacity not lower than that of First Mate of a home trade or coasting vessel in charge of a watch whilst holding a Mate's Certificate for home trade vessels or a Second Mate's certificate for foreign-going vessels; or
- (b) 1½ years must have been in a capacity not lower than Second Mate of a home trade or coasting vessel in charge of a watch, whilst holding a Mate's Certificate for home trade vessels or a Second Mate's Certificate for foreign-going vessels; or
- (c) 1½ years must have been in a capacity not lower than Third Mate in charge of a watch on a foreign-going vessel whilst holding a Mate's Certificate for a home trade vessel, or a Second Mate's Certificate for foreign-going vessels; or
- (d) 2½ years must have been in a capacity not lower than Third Mate in charge of a watch in a home trade or coasting ship whilst holding a Mate's Certificate for home trade vessels or a Second Mate's Certificate for foreign-going vessels.

30. *Yacht Master.*—The examination for a Yacht Master's Certificate is voluntary, and is confined to persons who command their own Indian sea-going pleasure yachts. A Master of a yacht who is not also the sole owner, or who is under 21 years of age, is not eligible for examination.

Only one type of certificate will be issued, whether the yacht is foreign-going or cruises within the home trade limits.

The certificate will not entitle the holder to command any vessel except the pleasure yacht or yachts, of which he is at the time the sole owner.

Candidates are not required to have served any specified time afloat, since their sea knowledge will be sufficiently tested by their examination in seamanship.

\*For convenience of calculation the service required is stated in a tabular form of Appendix G.



Testimonials of service need not be shown, but a candidate for examination will be required to produce a statutory declaration to the effect (1) that he is the sole owner of the yacht; (2) that the yacht is sea-going; (3) that it is not to be used for trading purposes. He will also be required to fill up the form of application [Form Exn. 2(India)] and pay the fee of Rs. 30 at a Mercantile Marine Office, as prescribed in Rule 93.

In all other respects, except that the candidate will not be required to produce a "First Aid" certificate, the Rules relating to the examinations of Masters of foreign-going ships will apply.

**31. Sailing Ship Endorsements (foreign-going certificates).—**A candidate for a sailing ship endorsement of any grade who has not previously held an endorsement of a lower grade or an "Ordinary" certificate of a lower grade issued prior to January, 1931, must prove that he has served 12 months in the foreign trade or 18 months in the home trade in a square-rigged sailing vessel. Service in vessels with auxiliary steam or motor power, which use their propelling machinery only in calms or during light winds, is considered as service performed in sailing vessels.

Subject to the above qualification, a candidate may be examined for a sailing ship endorsement of any grade at the same time as he is examined for a certificate of competency of the same or of a higher grade. If a candidate wishes to be examined for a sailing ship endorsement only, he must possess a certificate of competency of at least the same grade as the endorsement which he requires.

**32. Sailing Ship Endorsement (home trade certificates).—**A candidate must prove that he has served at least 12 months in the foreign or home trade in a square-rigged sailing vessel.

**33. Voluntary Examination in Compass Deviation.—**Any person holding a certificate of any grade in the foreign or home trade, or as Master of his own pleasure yacht, who wishes to pass a voluntary examination in compass deviation, can be examined upon filling up the usual form of application and paying to the Principal Officer, the fee of Rs. 15. (See Appendix A).

If the candidate passes the examination his certificate will be endorsed to that effect. In order to pass, he must obtain 70 per cent of the aggregate marks. (For syllabus see Appendix L).

**34. Voluntary Examination in Signalling.—**All persons who hold, or have passed an examination for, a certificate of competency of any grade may undertake the voluntary examination in signalling.

If the candidate passes, his success, with the date and place of passing, will be recorded upon his certificate of competency.

Candidates may be examined at any port where examinations are held upon filling up the form of application [Exn. 2(India)] and paying the fee of fifteen rupees. (See Appendix D).

No fee, however, will be charged for this examination if it is taken when a candidate is also examined for any certificate of competency.

## CHAPTER IV

### RULES FOR ESTIMATING SEA SERVICE

**35. Sea Service.—**Qualifying sea service except as hereinafter provided, must be performed in the Deck Department.

For the purpose of these Rules, sea service is reckoned from the commencement of the voyage to its termination. Certificates of discharge for service in the foreign trade will generally be accepted as proof of sea service, but certificates of discharge for service in the home or coasting trades will be carefully verified by the local Examiners. The Examiners will be careful to see that these discharges have not been tampered with in any way.

Where service in charge of a watch is required, certificates of watch-keeping service must also be produced (see Appendix H).

For all certificates of competency as Master or Mate in the Merchant Navy, the qualifying service usually required is service performed in ordinary trading vessels. While the Rules provide for the acceptance in part of certain kinds of non-trading service (e.g. that performed in fishing boats, yachts, pilot vessels etc.)

non-trading service not specially provided for in the Rules cannot be accepted without the special sanction of the Central Government.

36. *Nature of Service determined by actual position on Board Ship.*—Sea service, in whatever trade it may be performed, cannot be regarded as qualifying for examination for certificates of competency, unless it can be verified by reference to the articles of the ship in which it was performed. For example, service claimed by testimonial or otherwise to have been as Mate when the actual rating as shown by the articles was only that of the boatswain, will not be accepted where officer's service is required.

37. *Sea service of Foreign-going Certificates.*—For foreign-going certificates the term "sea service" means, unless otherwise stated, service performed in foreign-going vessels. (See also Rule 38).

38. *Service in Home Trade.*—(1) For home trade certificates, service in the home trade is accepted in full, except service between Dhanushkodi/Talaimannar which will only count as half time up to a maximum of six months for home trade certificates.

For foreign-going certificates service in the home trade is regarded as only equivalent to two thirds of the time served in the foreign trade; provided, that where service on a home trade voyage covers a non stop run between two ports of at least 500 miles, the service will be recognised as equivalent in all respects to service in foreign going ships, subject to the following conditions:—

Applications of candidates who claim sea service on home trade voyages as equivalent to service in foreign-going ships are to be submitted to the Chief Examiner of Masters and Mates for approval together with a signed statement from the owner or Master giving the name of the ship, dates and the ports between which non-stop runs of 500 miles or more have been made.

Each application will be considered on its merits by the Chief Examiner whose decision will be final.

(2) The amount of service as Master or First Mate in the home trade which will qualify a candidate for examination for a certificate as Master or First Mate (foreign-going) is shown in Rules 26 and 27.

In addition, the Director General of Shipping will be prepared to consider on its merits any application by a candidate for a First Mate's (foreign-going) certificate for the acceptance of time served as Second or Third Mate in the home trade. The acceptance of such service will be subject to the following general considerations:—

- (a) An adequate proportion of the time must have been spent in actual service at sea, i.e., outside partially smooth water limits.
- (b) The service must have involved real responsibility, and an adequate proportion of it must have been spent in sole charge of a watch at sea.
- (c) The service must have been performed while in the possession of a certificate as Second Mate (foreign-going).

The Director General of Shipping will also be prepared to consider on their merits application for the acceptance of time spent as Second or Third Mate in the home trade as qualifying for a Master's (foreign-going) certificate, subject to the following conditions:—

- (d) The service must have been service in sole charge of a watch at sea and must have been performed while in possession of a certificate as First Mate (foreign-going).
- (e) The greater part of the service must have been on voyages in respect of which the extreme ports visited were at least 500 miles apart. Not more than one-third of the service submitted may be made up of voyages of shorter length, and in no case will service on regular runs between near neighbouring ports which take less than two watches (such as the ferry service between Dhanushkodi and Talaimannar) be accepted.

In all such cases, the candidate's application should be accompanied by certificates of watch-keeping service signed by the Master (see Appendix H).

The proportion of the time which will be accepted will depend upon the particular circumstances of each case, but in no case will time spent in the home trade

be accepted as equivalent to more than two-thirds of the same period of time spent in the foreign trade, except as specified in Rule 38(1). Every case in which a candidate claims such service as qualifying will be referred to the Chief Examiner of Masters and Mates.

39. *Service in Ships Trading Abroad.*—Service in ships exclusively trading abroad will be accepted as equivalent to service in foreign-going ships provided that the distance between the extreme ports visited during the course of the voyage is at least 500 miles. If the distance is less than 500 miles, the service will only be accepted as equivalent to service in the home trade.

40. *Officers' Service.*—Service as First Mate means service as the officer next in seniority to the Master. Service as junior or auxiliary First Mate, or as First Mate under a "Chief Officer" will count for qualifying purposes as equivalent to service as the second of three watch-keeping officers.

The facts in each case must be clearly established by the candidate's certificates of watch-keeping service.

For definition of "Watch-keeping service", see Rule 41.

41. *Watch-keeping Service.*—(1) *For First Mate.*—Candidates for Certificates of Competency as First Mate must be able to prove by production of certificates either:—

- (a) Eighteen months' service in foreign-going ships of which at least 9 months have been spent in full charge, or in effective charge, of a watch for not less than 8 hours out of each 24 hour's service at sea; or
- (b) The equivalent service in the home trade [see Rules 26(b) and 38].

"Effective charge of a watch" means responsibility for the watch but it does not preclude occasional supervision by a senior officer, provided that the senior officer does not at any time take charge of the watch. Where, however, the senior officer does take charge, the watch is doubled and the fact should be noted for entry in the Certificate of Watch keeping Service.

An officer who is the junior of two officers keeping doubled watches during a voyage may count towards the period of 18 months' qualifying service two thirds of the watch-keeping time so served up to a maximum of nine months (i.e. 13½ months actual service).

The exact nature of a candidate's service must be clearly established by one or more Certificates signed by the Master in the form indicated in Appendix H.

(2) *For Master.*—During the whole of the qualifying service between First Mate's and Master's Certificates specified by the Rules, candidates for a Master's Certificate will be required to have served in full charge of a watch for eight hours out of every 24 hours' service at sea. If performed on a voyage during part of which watches have been doubled, such service will be accepted only on condition either:—

- (i) that, during the period when watches were doubled, the candidate served as the senior of two bridge-keeping officers; or
- (ii) where the candidate served as the junior of two bridge-keeping officers, that the Examiner is satisfied that watches have been doubled only occasionally in circumstances calling for the exercise of special care in the navigation of the vessel.

In the latter case the time during which watches were doubled will not count as qualifying time but the remainder of the voyage may be accepted.

The whole period of watch-keeping service claimed by a candidate must be covered by one or more certificates made out and signed as prescribed in Appendix H.

42. *Service in possession of a certificate.*—Officer's service, to be recognised as qualifying for purpose of examination, must be performed with the requisite certificate as specified in Appendix G. The meaning of the term "certificate" as used in the Rules is given in Rule I. The Officer's service performed by a candidate who has been duly promoted during the course of a voyage (see Rule 43) or who, as a result of service in vessels plying between ports abroad, has been unable to obtain the necessary certificates, may, however, be recognised, provided that it is satisfactory in other respects.

43. *Promotion during Voyage.*—Whenever a man has, from any cause in the course of a voyage, been regularly promoted from the rank in which he first shipped on the occurrence of a vacancy and such promotion, on the ground on which it has been made, has been properly entered in the articles and the Official Log Book, he will receive credit for his service in the higher grade for the period subsequent to his promotion.

44. *Mixed Service.*—Where a candidate has performed his sea service in more than one capacity, or partly in the foreign trade and partly in the home trade, proportionate allowances will be made for each kind of service, provided that in other respects such service complies with the requirements of the Rules.

45. *Evidence as to Service in Foreign Vessels.*—The testimonials of service of aliens and of British and Indian Officers and seamen serving in foreign vessels, which cannot be verified by the Director General of Shipping must be confirmed either by the Consul or some other recognised official authority of the foreign country, or by the testimony of some credible person having personal knowledge of the facts required to be established. The production, however, of such proofs will not of necessity be deemed sufficient. Each case will be decided on its own merits.

46. *Service as Carpenter, Sailmaker, Cook, Steward, etc.*—Candidates whose service has been performed in capacities other than apprentice, midshipman, cadet, ordinary seaman or able seamen—e.g. men who have served as carpenter, or sailmaker, or as cook in small vessels where cooking is only a part of man's duty—must satisfy the Examiner that they have, during the whole time claimed, performed deck duties in addition to their own particular work. These facts may possibly be established by the production of satisfactory certificates from the Masters with whom the candidate has served. Such service will only be accepted as equivalent to two-thirds of the time served as ordinary deck hand. In the absence of satisfactory evidence, the applicant will be required to perform additional service in the capacity of a seaman. Service as cook (under conditions other than the above), or as steward, or purser, or in the engine room, will not be accepted.

47. *Service as Radio Officer.*—If a candidate has been engaged on articles as a deck rating, and has served both as a deck rating and as a Radio Officer, two-thirds of such service may be counted as qualifying service. The candidate must, however, prove that, during the whole period claimed, he performed deck duties in addition to the duties of a Radio Officer.

If a candidate has been engaged on articles as a Radio Officer, and has performed deck duties in addition, two-thirds of such service may be counted as qualifying service provided that the candidate can produce a certificate from the Master, to the effect that he has performed deck duties throughout the voyage for a reasonable proportion of time each day and that he has not spent more than two hours a day on regular wireless watch.

If a candidate has been engaged on articles as a Radio Officer, and has only served as such, one quarter of the service may be counted as qualifying service, up to a maximum of 12 months' qualifying service.

48. *Apprentices.*—The whole of the time claimed under indentures of apprenticeship will be accepted as actual sea service to qualify under Rule 25 for a Second Mate's certificate, and under Rule 28 for a Mate Home Trade's certificate, provided (a) that the indentures have not been cancelled through some fault of the candidate, but are endorsed by the Owner or Master to whom he was bound to the effect that he has performed his service faithfully during the time he remained as apprentice; and (b) that the candidate has served at sea four-fifths of the time claimed, that is to say, has not spent more than one-fifth of the time in home ports.

In cases where an apprentice is qualified for examination before the expiration of his indentures, e.g. where he has had training ship or other sea service prior to being bound, which, together with his actual time as apprentice, makes up the required four years, or where his indentures are for a period of more than four years, a letter from the Owner or Master will be accepted in place of the endorsement referred to above.

In the event of the candidate being short of the required four-fifths of the time claimed as apprentice, he will be required to show sufficient additional sea service, either as seaman or junior officer, to make up four-fifths of the time claimed.

The general concession to apprentices set out above cannot, however, be taken to cover a case in which, during a large part of the period of apprenticeship, the vessel on which the apprentice is serving had been laid up in a foreign port. The

proportion of the period of apprenticeship which can be accepted as qualifying service in such a case depends on the individual circumstances and each case will be considered on its merits. The examiners will make as generous an allowance for such service as they properly can, but they cannot forego the essential condition that candidates for certificates of competency must have sufficient experience of actual service at sea.

49. *Midshipmen and Cadets.*—The whole of the time served as midshipman or cadet under indentures will be accepted subject to the same conditions as those laid down for apprentices. Similar considerations apply even when the candidate is not bound by indentures, provided that the service as midshipman or cadet has been continuous, that on the date of the termination of the period of service claimed in this capacity the candidate was on articles or attending at a recognised school, [see Section (D) of Appendix I] and that he can comply with the requirements of the Rules in serving or making up the four-fifths period at sea during the time claimed.

50. *Promotion during Apprentice or Cadet Service.*—Where an apprentice cadet or midshipman, whether bound by indentures or not, is promoted to uncertificated junior officer in the same company, for the last year of apprenticeship or cadetship, such officer's service will be treated, for the purposes of assessing sea service, as cadet or apprentice service.

51. *Training Ships.*—Time served after the age of 14 on board an approved training ship will be allowed to count as equivalent to one-half the same time spent in service at sea, up to a limit of two years (i.e. no length of service will be allowed to count as more than one year at sea) provided that the candidate can produce a satisfactory certificate from the appropriate Committee or Captain Superintendent testifying to his good conduct and proficiency up to the time of his leaving the ship. Training ship service will not be regarded as equivalent to service in square-rigged vessels.

A list of approved training ships is given in Appendix I.

52. *Shore Schools for Nautical Training.*—Time spent after the age of 14 at a school for Nautical Training conducted on premises ashore may be allowed to count in some proportion as service at sea provided that:—

- (a) The school is recognised under the appropriate Rules.
- (b) After an inspection by one of their officers, the Central Government is satisfied that the school gives a training that justifies time spent there being reckoned as part of the necessary qualifying time for a certificate of competency; and
- (c) The candidate produces a satisfactory certificate as regards conduct and proficiency from the authorities of the school on leaving it.

The schools to which these arrangements may apply are of three kinds:—

- (i) Schools at which a boy resides and receives training for a period of years; or courses of not less than one academic year, in navigation and seamanship, after the age of 16 at nautical residential training colleges. The maximum remission of sea service that will be allowed in respect of attendance at such a school will be fixed at the time of approval; it will never exceed twelve months.
- (ii) Courses in navigation and seamanship at junior Technical Schools are similar non-residential institutions, which boys attend before going to sea; the maximum remission of sea service in these cases will be fixed at the time of approval; it will never exceed six months.
- (iii) Senior courses in Navigation at Technical or other similar non-residential Schools which candidates attend after completing the whole or the larger part of the service required to qualify for examination for a Second Mate's Certificate or for a Mate's (home trade) Certificate; the maximum remission of sea service in these cases will be fixed at the time of approval; it will never exceed three months.

In the case of schools of classes (i) and (ii), the certificate must show whether or not he has completed the course.

In the case of schools of classes (ii) and (iii), the certificates which the candidate produces [paragraph (c) above] must in addition testify to the candidate's continuous and regular attendance at all the approved classes, and also, in the case of schools of class (iii), must state the total number of hours during which he has attended at the school.

A candidate who, at different times, has attended two or more approved schools of Nautical Training will be allowed a remission of sea service in respect of attendance at each of them, subject to the condition that the total remission of sea service, in respect of attendance at approved schools and training ships will never exceed 12 months.

Time spent at approved schools will not be accepted in lieu of any part of the officer's service required to qualify a candidate for examination for a certificate as First Mate or Master; nor in lieu of sea service required in consequence of failure in the oral examination (see rule 66).

A list of approved schools of nautical training is given in Appendix I.

**53. Service in Naval Training Colleges.**—Time spent at the Naval Training Establishment at Cochin or at the Naval College at Dartmouth or the Royal Australian Naval College will, subject to the conditions laid down in rule 52, be permitted to count as equivalent to one-half of the same time spent in service at sea, and a similar allowance will be made in respect of time spent on courses on shore after promotion to Acting Sub-Lieutenant, subject to the condition that the total remission of sea service in respect of all time spent on shore shall not exceed twelve months. Time spent in shore training will not be accepted in lieu of watch-keeping service.

**54. Service in the Indian Naval Reserve.**—Sea going and shore based service of officers of the Indian Naval Reserve with the Indian Navy will be accepted as qualifying watch-keeping service for Certificates of Competency as follows, *subject to a maximum allowance of six months for each grade of certificate*:

- (i) The time spent by Midshipmen on board sea-going vessels of the Indian Navy will, if accompanied by a good report, be accepted in full for the Second Mate's Foreign-going or Mate's Home Trade Certificates provided that a reasonable proportion of such time has been spent at sea, and that not more than four weeks have been spent on leave.
- (ii) The time spent by officers (other than Midshipmen) up to and including the rank of Lieutenant when undergoing training with the Indian Navy will, subject to a good report, be accepted in full if sea-going service, or at half rate if shore based service for the Master's or First Mate's Foreign-going or Master's Home Trade Certificate.
- (iii) Service of officers appointed for temporary duty in the Fleet in lieu of Indian Navy officers, or of officers serving in the Fleet on mobilisation, or in a special emergency, will be accepted in full if sea-going, or at half rate if shore based for the Master's or First Mate's Foreign-going or Master's Home Trade Certificate.

Doubtful cases are to be referred to the Chief Examiner of Masters and Mates for decision.

(2) Where a balance of Indian Naval Reserve service under Clause (ii) or Clause (iii) above remains after the requisite amount has been counted towards the qualifying period of sea service for admission to the First Mate's examination, candidates may apply to count this balance for the purposes of the Master's examination, subject to the total allowance for each grade of certificate not exceeding six months. Such applications are to be forwarded together with the relevant papers to the Chief Examiner of Masters and Mates for decision.

**55. Service in the Indian Air Force.**—Officers with certificates as Second Mate or First Mate who hold short service commissions in the Indian Air Force will, if accompanied by a good report, be allowed to count towards qualifying sea service for certificates of competency as First Mate or Master respectively, half the time spent under instruction in aviation at a flying training school or with a home defence unit, and half the time spent in a fleet air arm or naval co-operation unit, up to a maximum of six months in all for each grade of certificate.

Apprentices and seamen holding short service commissions in the Indian Air Force will, if accompanied by a good report, be allowed to count towards qualifying sea service for a Second Mate's certificate or a Mate's Home Trade certificate half the time spent under instruction in aviation at a flying training school or with a home defence unit and half the time spent in a fleet air arm or naval co-operation unit up to a maximum of six months in all, provided that the total remission of sea service in respect of I.A.F. service and time spent in a shore training ship or school shall not in any event exceed twelve months.

**56. Excursion steamers.**—In the case of excursion steamers, only such service as can be proved to have been performed at sea will be accepted.

57. *Service in Fishing or Pilot vessels.*—Subject to sub-rule (c) of this rule service performed exclusively in trawlers and other deep sea-fishing vessels, or in pilot vessels, will count at two-thirds rate towards qualifying for a certificate of competency as Second Mate, but will count in full for home trade certificates of competency. In addition to such service in trawlers or in Pilot vessels, a candidate must prove the following service:—

- (a) For a foreign-going certificate, service for at least 18 months in an ordinary trading vessel in the foreign trade, or the equivalent period (27 months), in the home or coasting trade.
- (b) For a home trade certificate, service for at least twelve months in an ordinary trading vessel in the foreign, home or coasting trade.
- (c) All claims of candidates for service performed in fishing or pilot vessels are to be forwarded to the Chief Examiner for scrutiny and his decision in the matter will be final.

58. *Service in Yachts.*—Service in pleasure yachts will be accepted as qualifying service under the following conditions:—

- (a) It must always be verified by satisfactory proofs, which must set out clearly and in detail the nature and duration of the service claimed. (It must be clearly understood that only actual sea service will be accepted, and that service in harbour or port is inadmissible).
- (b) Service in foreign-going yachts will be accepted in full, service performed within home trade limits in sailing yachts of not less than 50 tons net register or in steam yachts of not less than 80 tons gross register will be accepted in the proportion stated in rule 38, but candidates must also show:—(1) For a foreign-going certificate service for at least 18 months in an ordinary trading vessel in the foreign trade, or for the equivalent period, 27 months, in an ordinary trading vessel in the home or coasting trade. (2) For a home trade certificate, Service for at least 12 months in an ordinary trading vessel in the foreign home or coasting trade.
- (c) Service within home trade limits in sailing yachts of not less than 20 tons net register, or in steam yachts of not less than 40 tons gross register, will be accepted towards qualifying a candidate for a foreign-going certificate as equivalent to half the same time served in the foreign trade, but no amount of such service shall count as more than two years' service in the foreign trade, and no such service shall count as officers' service to qualify candidates for foreign-going certificates.
- (d) Service within home trade limits in sailing yachts of not less than 20 tons net register, or in steam yachts of not less than 40 tons gross register, will be accepted at the ordinary rate as qualifying service for home trade certificates, but candidates must prove that they have in addition served for at least 12 months in an ordinary trading vessel in the foreign, home or coasting trade, for each grade of certificate.
- (e) Service within home trade limits in sailing yachts of less than 20 tons net register, or in steam yachts of less than 40 tons gross register, will not be accepted as qualifying service for any class of certificate.

59. *Service in Tugs, Defence Department vessels, etc.*—Service performed in tugs employed outside partially smooth water limits will be accepted as sea service for the purpose of qualifying a candidate for a Mate's or Master's certificate for home trade ships only.

Service performed in foreign-going tugs will be accepted in full (subject to the provisions of rule 39) for the purpose of qualifying a candidate for a foreign-going certificate on the following conditions:—

- (a) that, of the qualifying service for a Second Mate's certificate at least one year must have been served in ordinary trading ships in the foreign-going trade or its home trade equivalent;
- (b) that, of the qualifying service performed between the Second Mate's and Master's examinations, at least one year must have been served in a qualifying capacity in an ordinary trading vessel in the foreign-going trade or its home trade equivalent, of which the equivalent of six months' foreign-going service must have been performed before qualifying for examination as First Mate.

Service performed in Defence Department vessels employed outside partially smooth water limits (see rule 61) will be accepted as sea service to qualify a candidate for a Mate's or Master's certificate for home trade ships only. This service

will not be accepted towards qualifying a candidate for a foreign-going certificate, other than in exceptional circumstances, when the case, together with all the candidate's papers, will be forwarded to the Chief Examiner of Masters and Mates for consideration and his decision in the matter will be final.

60. *Service in dredgers*.—Service in steam hopper barges will, subject to the provisions of rule 61, be allowed to count towards qualifying a candidate for a Mate's certificate of competency for home trade ships, provided that the candidate can prove at least two years' service in an ordinary trading vessel in either the home, coasting or foreign trade. Service in steam hoppers will not be accepted as officer's service towards qualifying a candidate for a Master's certificate.

61. *Service on Rivers*.—Service performed on rivers, no matter of what size, and service performed entirely within smooth or partially smooth water limits will not be accepted.

In doubtful cases, the candidate must, before the acceptance of the service can be considered, produce a certificate from the Master or Owner of the vessel in which the service was performed.

62. *Service in Cable Ships or Fleet Auxiliaries*.—A candidate, part of whose qualifying service has been performed in cable ships or Fleet Auxiliaries (other than freighting tankers), will be required to produce, in addition to the usual evidence of sea service, a statement or certificate from the owners of the ship showing the amount of time actually spent at sea. If the time so spent constitutes or exceeds two-thirds of the total time on articles, this total time will be accepted in full as qualifying service, but in the event of the actual sea service falling below this proportion, the deficiency must be made up by additional service at sea before the total time on articles can be accepted in full as qualifying service.

63. *Lighthouse tenders, etc.*—Service performed in the sea-going Lighthouse Tenders and Fishery Cruisers, will be accepted as sea service for the purpose of qualifying a candidate for examination for a home trade certificate. For a foreign-going certificate, however, a candidate must show in addition to this service calculated in accordance with rule 37 at least twelve months in an ordinary trading vessel for each grade of certificate.

64. *Service in Lightships*.—Service in lightships will not be accepted as sea service.

## CHAPTER V

### SUCCESS AND FAILURE IN THE EXAMINATION

65. The marking of the whole of the written portion of the examination, with the exception of the papers on chart work, will be carried out by the Central Board of Examiners consisting of the Chief Examiner, the Nautical Surveyor on the Nautical Adviser's staff and an additional Nautical Surveyor if required.

For his written work, the candidate will be furnished with sheets of blank ruled paper on which he will be required to answer in a clear and legible hand the questions on the paper, and to start each answer by writing in the margin the number of the question to which it relates.

To pass in the written portion, a candidate will be required to obtain the appropriate percentage pass in the subjects shown in the following tables and also to obtain 70 per cent. of the total marks for all subjects. The time and marks allotted for each written part of the examination for each grade of certificate will be as follows:—

#### 1.—Second Mate (foreign-going)

First Day :						Time hours	Marks	% Pass
(1) General Ship Knowledge .. .. .	..	..	..	..	..	3	200	..
(2) Mathematics .. .. .	..	..	..	..	..	2	150	50
<i>Second Day:</i>								
(3) Practical Navigation .. .. .	..	..	..	..	..	3	200	70
(4) Chart Work and Pilotage .. .. .	..	..	..	..	..	2	200	70
<i>Third Day :</i>								
(5) Principles of Navigation .. .. .	..	..	..	..	..	2	150	50
(6) English .. .. .	..	..	..	..	..	1½	100	50
							<hr/> 1,000	<hr/> 70



*Fourth or Subsequent Days—Orals.*

2.—First Mate (foreign-going)					Time hours	Marks	% Pass.
<i>First Day :</i>							
(1)	Practical Navigation	..	..	..	3rs	200	70
(2)	Chart Work and Pilotage	..	..	..	2	150	70
<i>Second Day :</i>							
(3)	Ship Construction	..	..	..	3	200	50
(4)	Meteorology	..	..	..	2	100	..
<i>Third Day :</i>							
(5)	Ship Maintenance, Routine and Cargo Work	..	..	..	3	200	50
(6)	Elementary Magnetism Electricity and Gyro Compass	..	..	..	2	150	..
						<hr/> 1,000	<hr/> 70

*Fourth or Subsequent Day—Orals.*

3.—Master (foreign-going)					Time hours	Marks	% Pass.
<i>First Day :</i>							
(1)	Practical Navigation	.	.	.	3	200	70
(2)	Magnetic and Gyro Compass	.	.	.	3	200	50
<i>Second Day :</i>							
(3)	Ship Construction and Stability	.	.	.	3	200	50
(4)	Shipmaster's Business	.	.	.	2	150	50
<i>Third Day</i>							
(5)	Elementary Engineering and Electricity including Electronic Navigational Aids	.	.	.	3	150	..
(6)	Meteorology	.	.	.	2	100	..
						<hr/> 1,000	<hr/> 70

*Fourth or Subsequent Days—Orals.*

4. Mate (home trade)							
<i>First Day :</i>							
(1)	Practical Navigation	.	.	.	3	150	70
(2)	Elementary Ship Knowledge	.	.	.	2	150	50
<i>Second Day :</i>							
(3)	Chart Work and Pilotage	.	.	.	2	150	70
(4)	Meteorology	.	.	.	1½	100	..
						<hr/> 550	<hr/> 70

*Third or Subsequent Days—Orals.*

5. Master (home trade)							
<i>First Days</i>							
(1)	Chart Work and Pilotage	.	.	.	2	150	70
(2)	Practical Navigation	.	.	.	2	150	70
<i>Second Day :</i>							
(3)	Stability and Seaworthiness	.	.	.	2	200	50
(4)	Compass Deviation	.	.	.	1½	100	..
<i>Third Day</i>							
(5)	Meteorology	.	.	.	1½	100	..
						<hr/> 700	<hr/> 70

*Fourth or Subsequent Days—Orals.*

66. *Partial Passes.*—A pass in either the written, oral or signals part of the examinations will remain valid for a period of six months, and if the candidate secures a pass in all parts during this period he will be awarded a certificate of competency. If more than six months have elapsed since the candidate passed any portion of the examination he will be required to take that portion again, although the Director General of Shipping may, in special circumstances, extend this period to one year.

Candidates failing in the oral portion of an examination for a certificate of competency through serious weakness in practical knowledge may, at the Examiner's discretion, be required to perform further sea service before being re-examined. Such sea service will not exceed six months and may be performed in any capacity on deck in any sea-going ship.

In the case of a second failure or any subsequent failure in the written or oral portions, or both, of the examination for a certificate of competency, two months must elapse from the date of the last failure before the candidate can be re-examined.

67. *Non-Attendance at Oral Examination.*—Candidates for any grade of certificate should proceed to the oral examination whether or not they have passed in the written portion. A candidate who does not proceed to the oral examination at the time appointed will be regarded as having failed in the oral examination and also in the written examination unless he produces a medical certificate or other satisfactory evidence that he was unable to attend the oral examination.

68. *Examination in Signalling.*—A candidate who is eligible by sea service for examination for any grade of certificate in which signalling is required may take this part of the examination during any week in which examinations for Masters and Mates are held within the six months immediately before or after he presents himself for examination in the written and oral portions. If the signal portion is taken separately the special fee (see rule 93) must be paid for each attempt.

69. *Unsuccessful candidates may be examined for certificates of lower grade.*—If a candidate fails in the examination for a foreign-going certificate, and the subjects in which he has failed are not included in the syllabus prescribed for a foreign-going certificate of a lower grade, he may, if he so desires, be examined for the lower grade certificate without further formal application or payment of fee. He will, however, be required to complete the whole of the work prescribed for such lower grade. No portion however of the fee he has paid will be refunded to him, and on presenting himself when qualified for re-examination for the higher grade certificate, he must pay a further fee in full.

70. *Corrections by Tables.*—In the Principles of Navigation paper for Second Mate (foreign-going) the correction of altitudes by total correction tables will not be allowed. Every correction must appear on the papers of the candidate.

71. *Candidates may use own Method.*—Candidates will be allowed to work out the various problems according to any method which they have been accustomed to use, provided that such method is correct in principle.

72. *Degree of Precision Required.*—When making calculations for obtaining a ship's position, candidates are expected to work 0.2 of a minute of arc and to the nearest second of time.

The method of calculation used in obtaining a position line should be capable of giving an answer within 0.5 of a mile.

In calculation of compass errors, bearings and courses, the answer should be worked out to within 0.25 of a degree, but in chart work 0.5 of a degree is sufficient.

In calculating the correction to apply to soundings, it will be sufficient if the candidate's answer is within half a foot of a precise result.

73. *Compass Deviation.*—In answering questions on the tentative method of compass adjustment, the candidate may be tested by Beall's Compass Deviascope.

74. *Sextant.*—Particular attention will be paid to the sextant, the examination in which (for all grades) will be conducted orally and practically. Every candidate will be required to measure both vertical and horizontal angles, and will be examined practically as to his knowledge of the adjustments and the use of the various screws. He must be able to read correctly on and off the arc, and to find the index error both by the horizon and by the sun.

75. *Rule of the Road.*—In the examination on Rule of the Road, the Examiner will test the candidate's knowledge of the sense and intention of the Rules of the Collision Regulations. Mere ability to repeat the Rules word for word will not suffice to ensure the candidate's passing, nor will the lack of it necessarily entail failure, provided that the Examiner is satisfied that the candidate grasps the full significance, content, and practical application of the Rules. Examiners will not ask for the content of the Rules by their numbers but by the subject with which they deal and they will discourage the use by candidates of verses as aids to memorising the Rules. Examiners will not place a candidate for a steamship certificate in the position of handling a sailing ship, but will lay stress on the candidate's ability to recognise a sailing ship's lights and on his knowledge of a sailing ship's possible manoeuvres according to the direction of the wind.

76. *No candidate to be examined in successive weeks.*—A candidate will not be allowed to undergo examination for the same grade of certificate twice in successive weeks, unless, under very special and urgent circumstances, the Examiner should see fit to relax this rule.

## CHAPTER VI

### RULES CONCERNING THE CONDUCT OF THE EXAMINATIONS

77. The examinations will begin each day at a time appointed by the Examiner. A luncheon interval will be given each day generally between 1 P.M. and 2 P.M. As far as possible, candidates will be given ample notice of the day and time of their oral examination.

78. *Punctuality.*—Candidates must appear punctually at the examination room at the time appointed.

79. *No Strangers admitted.*—No person (other than those whose duties require them to be present) will be allowed in the room during the examination.

Instructors will not be allowed on the premises.

80. *Loose Papers and Books.*—Before the examination begins, the tables or desks will be cleared of all scraps of paper and books (other than those permitted in the examination room).

81. *Use of Books and Tables.*—The following tables and books will be supplied by the Central Government at the examination rooms:—

*Nautical Tables* (including logarithm tables) Norie (full edition).

*Alt-Azimuth Tables.*—Burdwood, Davis.

*Admiralty Tide Tables.*—European Waters, Pacific Ocean and adjacent Seas, Atlantic and Indian oceans.

*Surveyor General of India, Tide Tables.*—Indian Ocean.

*Nautical Almanac.*—1952 Abridged Edition.

Candidates who wish to use other tables than the above may bring such tables into the examination room, on condition that they submit them to the Examiner for scrutiny and approval before the examination begins. These tables must not contain any manuscript notes. Subject to the Examiner's approval, no restriction will be placed on the use of any tables, but candidates must understand the theory on which the tables are based, and such tables must be capable of giving an answer within the required limits of accuracy (see rule 72). When tables other than those supplied by the Central Government are used in answering a question, the name of the tables and a note of what is actually obtained from them should be stated on the candidate's paper.

82. *Use of Instruments.*—All instruments necessary for use in the examinations are supplied by the Central Government but candidates will be allowed to use their own drawing instruments and slide rules provided that the Examiner's approval is obtained before the examination begins. If a slide rule is used, a note to this effect should be entered on the candidate's answer paper.

83. *Unauthorised books and papers strictly forbidden.*—Candidates are forbidden to bring books or papers of any kind whatever, other than nautical tables, into the examination room. If this rule is infringed, the offender will be regarded as having failed and he will not be allowed to present himself for re-examination for a period of three months.

A candidate who uses his own nautical tables or instruments without first obtaining the permission of the Examiner will be treated similarly.

84. *Injury to Books, Instruments, etc.*—If a candidate defaces, blots, writes in, or otherwise injures any book or form or damages any instrument belonging to the Central Government, his papers will be retained until he has replaced the damaged book, document or instrument. He will not be allowed to remove the damaged book or document or instrument, and may be regarded as having failed.

85. *Leaving room or building.*—No candidate may leave the examination room without permission and without giving up the paper on which he is engaged. Under no circumstances will a candidate be allowed to leave the building while the examination is proceeding. A candidate who breaks this rule will be regarded as having failed the examination.

86. *Silence.*—Silence must be kept in the examination room.

87. *All work to be shown.*—No candidate will be allowed to work out his problems on waste paper, or to write on the blotting paper supplied for his use in the examination. A candidate who breaks this rule will be regarded as having failed the examination.

A sheet of blotting paper will be issued to each candidate with the first examination paper, and it must be returned each day to the Examiner when the last paper is completed. The Examiner will be careful to see that the blotting paper has not been used by the candidate in solving his problems, or for conveying information to other candidates.

88. *Penalty for copying, etc.*—In the event of any candidate being discovered referring to any unauthorised book or paper, or copying from another, or affording any assistance or giving any information to another, or communication in any way with another during the time of examination, or copying any part of the problems for the purpose of taking them out of the examination rooms, he will be regarded as having failed, and will not be allowed to present himself for re-examination for a period of six months.

A candidate guilty of a second offence of this kind will not be allowed to present himself for re-examination until 12 months have elapsed.

89. *Punishment for misconduct.*—Where in the opinion of the Director General of Shipping a candidate has been guilty of any misconduct in relation to an examination (including insolence to any Examiner or disorderly or improper conduct in or about the room where the examination is held) or a breach of any of these rules, the candidate may be punished in one or more of the following ways:—

- (a) where the examination has not commenced or is not completed, the candidate may not be permitted to appear in the examination or, as the case may be, to take further part therein;
- (b) where the result of the examination has been declared, the result of the candidate may be amended;
- (c) where the candidate has been declared successful in the examination but has not been granted the necessary certificate, the certificate may be withheld, for such period as the Central Government may direct;
- (d) the candidate may be debarred from appearing in any examination under these Rules for such period as the Central Government may direct.

## CHAPTER VII

### FEES

90. *Fees always paid first.*—Candidates for examination and persons enquiring as to the eligibility will be required in making their application on Form Exn. 2 (India), to pay the examination fee before any step is taken in the way of inquiring into their services or testing their qualifications. If the candidate is found not to be eligible the fee will either be returned to him or placed to his credit until he is eligible.

91. *Where to pay fees.*—The fee for examination must be paid to the Principal Officer.

92. *Fee in case of failure.*—The fee paid for examination for a certificate of competency includes the fee of rupees two for examination in the sight tests, and

if a candidate fails to pass those tests, this fee will, with the exception of rupees two, be returned to him.

If a candidate fails to pass any other part of the examination no part of the fee will be returned to him.

93. *Table of fees.*—The fees are as follows:—

	Rs.	As.	Ps.
For Foreign-going Certificates :			
Second Mate . . . . .	15	0	0
First Mate . . . . .	15	0	0
Master . . . . .	30	0	0
Where a candidate for a certificate of competency is re-examined in the written or in the oral part of the examination only . . . . .	Half	the usual fee.	
(This fee also covers an examination in signalling if taken at the same time).			
Signalling—			
Where a candidate for a certificate for which signalling is required takes the examination in signalling separately from one or both of the remaining parts of the examination, for each attempt . . . . .	7	8	0
Sailing Ship Endorsement—			
Where a candidate is examined for a sailing ship endorsement at the same time as for a certificate of competency of the same or of higher grade . . . . .	No fee.		
If examined separately . . . . .	Half	the usual fee with a minimum fee of Rs. 7/8/-.	
For Home Trade Certificates:			
Mate . . . . .	7	8	0
Master . . . . .	15	0	0
Re-examination in the written or in the oral part of the examination only (see above) . . . . .	Half	the usual fee with a minimum fee of Rs. 7/8/-.	
Signalling when taken separately (see above) . . . . .	7	8	0
Voluntary Examinations.			
Voluntary examination in Compass Deviation . . . . .	15	0	0
Voluntary examination in signalling ; if taken at the same time as the examination for a certificate of competency . . . . .	No fee.		
If taken at any other time . . . . .	15	0	0
For Yachts.			
Master . . . . .	30	0	0
Sight Tests.			
Examination in Sight tests only . . . . .	2	0	0

The Sight Test certificate holds good for three calendar months irrespective of the number of attempts a candidate may make at the examination for a certificate of competency within that period. The Sight Test fee paid (Rs. 2) will be deducted from the fee payable on the first attempt only at the examination for the certificate of competency. Subsequent attempts at the examination or Part examination within the period of three months, however, will be charged at the normal examination fee.

NOTE.—No abatement will be made in the fee charged to a candidate for a certificate for foreign-going ships in consequence of his possessing a Master's or Mate's certificate for home trade ships.

## CHAPTER VIII

## SYLLABUSES

94. *General*.—The following rules deal with the syllabuses of examination for the various grades of certificates.

In each paper throughout the syllabus, questions may be set combining one or more paragraphs.

The syllabus for a higher grade in both written and orals is always to be regarded as including the syllabus of that subject (if any) for certificates of lower grades.

The Examiner may ask the candidate questions arising out of the written work, if he deems it necessary on account of weakness shown by the candidate.

## SECOND MATE (FOREIGN-GOING)

95. Candidates should demonstrate their understanding of their work by means of sketches drawn with reasonable accuracy.

Answers to problems in practical navigation should, where appropriate, be accompanied by a figure drawn reasonably to scale.

In the paper on practical navigation, total correction of altitudes by means of tables may be used. In the paper on "Principles of Navigation" each correction must be shown separately.

The "Principles of Navigation" and "Mathematics" papers are intended to test the candidates' grasp of fundamental technical ideas and processes required in his work at sea. Mathematical proofs of formulae are not required.

96. *Paper 1. (written).*

## General Ship Knowledge (3 hours)

(a) The names of the principal parts of a ship. General ideas on ship construction. The candidate will be expected to show his practical acquaintance with longitudinal and transverse framing, beams and beam knees, watertight bulk heads, hatchways, rudders and steering gear, shell plating, double bottoms and bilges, stern frame, propeller and propeller shaft, stern tube, sounding pipes, air pipes and general pumping arrangements. The stiffening and strengthening to resist panting and pounding. Cause and prevention of corrosion in a ship's structure.

(b) The meaning of the terms Block Coefficient, Displacement and Deadweight. Use of Displacement and Tons per inch scales to determine weights of cargo, etc., from draughts. Effect of density of water on draught. Fresh water allowance. The laws of floating bodies. The meaning of the terms Buoyancy and Reserve Buoyancy. General understanding of Centre of Gravity and Centre of Buoyancy and the effect of adding and removing weights. Metacentric height. The danger of slack ballast tanks.

(c) Rigging a ship for loading and discharging cargo and the use of derricks and winches. The stowage and dunnaging of cargoes including bulk cargoes. Protection against damage by sweat. Bulk oil cargoes. Calculations of capacities taken up by part cargoes and of space remaining. Conversion of weight measurement of cargo into space measurement and *vice versa*. Elementary ideas on the making and use of cargo plans. Ventilation systems of holds and tanks.

(d) The names and functions of various parts of a ship's lifeboat. The types of construction. Capacity, buoyancy and number of persons. Care and maintenance of lifeboat equipment, lifebuoys, lifejackets, line throwing appliances, fire appliances, lights and sound signals.

97. *Paper 2 (written).*

## Mathematics (2 hours)

(a) *Algebra*.—Addition, Subtraction, Multiplication, Division, Law of Indices. Insertion and removal of brackets. Simple equations-problems. Development of Formulae, transposition and evaluation. Simultaneous equations of the first order

involving two unknown problems. Simple Factors. Fractions. The solution of the Quadratic Equation. Graphs. Axes of reference. Co-ordinates. Construction and reading of graphical diagrams, e.g., weather statistics and displacement curves. Problems on graphs. The ideas of ratio, proportion and variation and the application to simple problems.

(b) *Common Logarithms*.—The practical use of logarithms to base 10; their use in simple calculations involving multiplication, divisions, simple powers and roots.

(c) *Mensuration*.—Areas and perimeters of rectangle, triangle and circle. Volumes and surface areas of box shaped bodies, cylinders, wedges and spheres. Practical applications, e.g., weight of general cargo of various shapes; volumes of holds, bunkers and tanks, weight of contents.

(d) *Practical Geometry*.—The construction of plane triangles. Congruence of triangles. The right-angled triangle. Exterior angle equal to the sum of the interior opposite angles. Sum of angles in a triangle. Similar triangles and ratio of corresponding sides. Parallel lines and transversal. Properties of circles, chords and tangents. Angle in a semi-circle; angles subtended by any chord of a circle. Forces, resultant forces and their components. The vector diagram.

(e) *Trigonometry*.—Measurement of angles. Circular measure. Trigonometrical ratios up to one complete revolution. Haversine. Simple relationship between ratios. Complimentary and supplementary angles and their ratios. Simple Identities. Solution of right-angled and oblique-angled triangles including practical problems based thereon. The use of the Traverse Tables for solution of right-angled triangles. Elementary properties of spherical triangles. Solution of spherical triangles (given three sides or two sides and the included angle). Solution of right-angled and quadrantal spherical triangles.

98. Paper 3 (written).

#### Practical Navigation (3 hours)

(a) Practical problems on Plane, Parallel, and Mercator Sailing.

(b) The use of the Traverse Tables to obtain the position of the ship at any time given compass courses and errors and the run recorded by log or calculated by time and estimated speed, allowing for the effects of wind and current, if any.

(c) To find the latitude by Meridian Altitude of the Sun or a Star. Latitude by an observation of Polaris.

(d) From an observation of the Sun or Star near the meridian to find the position line and the latitude through which it passes in a given longitude.

(e) To determine the position line and a position through which it passes from an observation of the Sun or a Star out of the meridian.

(f) To find the ship's position of the time of the second observation by the use of position lines obtained from two different observations and thence the noon position if required.

(g) To find the True Bearing of the Sun and Star and the deviation of the compass for the direction of ship's head.

99. Paper 4 (written).

#### Chartwork and Pilotage (2 hours)

(a) Given the variation and a table of Deviations to convert True Courses into Magnetic and Compass Courses and *vice versa*. To find the compass course and distance between two positions. The effect of current on speed. Allowance for leeway. Given compass course steered, the speed of the ship and the direction and rate of the current to find the true course made good. To find the course to steer allowing for a current.

(b) To fix the ship's position on a chart by simultaneous cross bearings, bearing and range, or by wireless cross bearings applying the necessary corrections. To fix the ship's position by bearings of one or more objects with the run between, allowing for a current and to find the distance at which the ship will pass a given point. To fix the ship's position by horizontal sextant angles.

(c) The use of clearing marks and horizontal and vertical danger angles.

(d) To find the time and height of high and low water at a Standard Port (Admiralty Tide Tables). The use of tables or diagrams to find the height of tide at any given time and thence the approximate correction to be applied to soundings or to charted heights of shore objects.

(e) Candidates will be examined orally on the information given on a chart or Plan, particularly about buoys, lights, depths and nature of bottom, contour lines, tides and tidal streams. Recognition of the coast. The intelligent use of Sailing Directions. Chart correction.

100. *Paper 5 (written).*

**Principles of Navigation (2 hours)**

In this paper Candidates may be asked to draw a figure reasonably to scale and to state the projection used.

Candidates will be required to have a general understanding of the following:—

- (a) The shape of the Earth. Poles. Equator. Meridians. Parallels of Latitude. The position of a place fixed by its latitude and longitude. Direction, bearing, distance, units of measurement. Difference of latitude, difference of longitude, departure, middle latitude and meridional difference of latitude and the relationships between them. Great and small circles on a sphere. Shortest distance on the surface of a sphere between two points.
- (b) The celestial sphere, celestial poles, celestial meridian above and below poles, celestial equator, celestial horizon, zenith, prime vertical, circles of altitude.
- (c) *Solar system.* The movement of the Earth and other heavenly bodies. Mean Sun. Ecliptic. First Point of Aries. Declination. Right Ascension. Azimuth. Rising and setting of heavenly bodies. Length of day and night. Twilight. The position of a heavenly body on the celestial sphere both with and without reference to the observer, i.e., Azimuth with Altitude or Declination with Right Ascension. Recognition of stars of the 1st Magnitude by reference to the Principal Constellations.
- (d) *Time.* Greenwich and other Standard times. Mean time. Apparent time. Sidereal time. Equation of time. Relationship between longitude and time.
- (e) Hour Angle of a heavenly body in time and in arc. Greenwich Hour Angle of Sun, Moon, Planets and Aries. Sidereal Hour Angle of a Star.
- (f) Correction of Sextant altitudes. Dip, Refraction, Horizontal Parallax, Parallax in Altitude, Semi-Diameter and augmentation.
- (g) Geographical position of a heavenly body. A circle of position on the earth and its practical application, i.e. position line. Intercept.
- (h) Magnetic Meridian—Variation and Deviation.
- (i) The simple properties of a Mercator Chart. Longitude and latitude scales. The measurement of distance. Rhumb Lines. Meridional Parts.
- (j) Chronometers. Management and care, winding, rating and comparing.

101. *Paper 6 (written).*

**English (1½ hours)**

The paper will be designed to test the candidate's ability to write clear and grammatical English with due attention to spelling, legibility and neatness. It will be in no sense a test of technical knowledge. This paper may consist of an essay, a precis or an exercise in letter writing.

102. *Oral and Practical.*

1. (a) Rigging of ships. Strength of ropes including wire ropes. Rigging purchases of various kinds and knowledge of power gained by purchases. Knotting and splicing with strict reference to current practice. Seizings, rackings, chain stoppers, etc.,

(b) Sending topmasts up and down.



(c) Bending, setting and taking in lifeboat sails. Management of boats under oars or sails and in heavy weather. Beaching or landing. Coming alongside.

(d) Helm Orders. Conning the ship. Effects of propellers on the steering of a ship. Stopping, going astern and manoeuvring. Turning a steamship short round. Emergency manoeuvres. Man overboard.

2. (a) Marking and use of ordinary lead line.

(b) Use and upkeep of mechanical logs and sounding appliances.

(c) Use and upkeep of engine room and other telegraphs.

(d) Rocket and line throwing apparatus.

3. (a) Anchors and cables and their use and stowage. Bringing a ship to a single anchor in an emergency.

(b) Knowledge of use and maintenance of deck appliances and steering gear.

(c) The use of lifesaving appliances.

(d) The use of Fire Appliances including the Smoke Helmet.

4. (a) Preparations for getting under way. Duties prior to proceeding to sea, making harbour, entering a dock, coming alongside and securing to buoy, with special reference to the after end of a ship.

(b) Keeping an anchor watch. Dragging anchor.

(c) Duties of officer of the watch. Use of compass to ascertain risk of collision.

5. (a) A full knowledge of the content and application of the regulations for preventing collisions at sea. (Sec Appendix E.) (Candidates will not be placed in the position of handling a sailing ship, but will be expected to recognise a sailing ship's lights and to have a knowledge of her possible manoeuvres according to the direction of the wind).

(b) Distress and pilot signals; penalties for misuse.

(c) Uniform system of buoyage; wreck marking system.

(d) A knowledge of the contents of the Ministry of Transport Book of Merchant Shipping Notices and the use of Admiralty Notices to Mariners.

6. *Practical.*—(a) To read and understand a barometer, thermometer, hygrometer, and hygrometer. (The instruments supplied by the Meteorological Office will be taken as standard).

(b) To use an azimuth mirror, pelorus (bearing plate) or other instrument for taking bearings.

(c) To use a sextant for taking vertical and horizontal angles; to read a sextant both on and off the arc.

(d) To correct a sextant into which has been introduced one or more of perpendicularity, side and index errors.

(e) To find the index error of a sextant.

(f) To check chronometers by signal made by buzzer or other method; to compare two chronometers.

103. *Signals.*—To send and receive signals in:—

(a) British Semaphore up to eight words per minute.

(b) Morse Code by flash lamp up to six words per minute.

(c) International Code of Signals.

#### FIRST MATE (FOREIGN-GOING)

104. *Paper 1 (written).*

#### Practical Navigation (3 hours)

This paper may include questions on the syllabus for Second Mate extended to include Moon and Planets.

(a) To calculate the approximate time (to the nearest minute) of the meridian passage of a heavenly body; to calculate an approximate altitude for setting the sextant to obtain the meridian altitude of a heavenly body. To find the latitude by the meridian altitude of a heavenly body.

(b) To find the direction of the position line and a position through which it passes from an observation of a heavenly body near or out of the meridian.

(c) To obtain the ship's position by the combination of any two observations with or without run.

(d) To calculate the initial course and the distance on a Great Circle or Composite Great Circle track between two positions and to determine one or more positions on the track.

105. *Paper 2 (written).*

**Chart Work and Pilotage (2 hours)**

In addition to the syllabus for Second Mate, questions on the following may be asked either in the written or oral parts of this paper:—

(a) Distance of sighting lights, distance from a point of land of known height.

(b) Construction and use of a line of soundings. The use of a single position line in approaching the coast. The use of Wireless Beacons.

(c) To find the times and heights of high and low water at a Secondary Port, (Admiralty Tide Tables), by the use of Tidal Differences.

(d) Candidates will be examined orally on the reliability of charts. Selection of suitable points for bearings. Approaching an anchorage and entering narrow waters. Land falls in thick and clear weather.

(e) The candidates may be examined orally or practically on the use of Gnomonic chart and the transfer of a Great Circle or Composite track from such a chart to a Mercator chart and on the use of Lattice charts.

106. *Paper 3 (written).*

**Ship Construction and Stability (3 hours)**

(a) A general knowledge of the principal structural members of a ship. The proper names of the various parts. Midship sections of Single deck, Tween deck and Shelter deck ships and Bulk-oil carriers. Functions, construction and stiffening of watertight bulk-heads, including collision bulkhead. Stern frame and stern and how secured. Rudders and the methods of attachment. Construction, stiffening and closing arrangements of hatchways. Hawse-pipes and how secured. Rivets and riveting. Testing a line of rivets. Testing of tanks and other watertight work.

(b) Stresses and strains in ships in a seaway or due to loading and ballasting. A knowledge of those parts of a ship specially strengthened to withstand such stresses, or where damage by excessive corrosion is liable to occur.

(c) Ability to set out in a clear manner a report on damage sustained during a voyage.

(d) Buoyancy and Reserve Buoyancy. The righting couple when a ship is inclined by external force. Transverse and Longitudinal metacentres. Metacentric Height. Initial Stability and its limitation to small angles of inclination. The computation of areas by Simpson's First and Second Rules and Five-eighth Rule.

(e) Determination of Centre of Gravity of a ship in a new condition, the Centre of Gravity in the old condition being given. The effect on the position of the centre of Gravity of adding, removing or shifting weight. Stiff and tender ships. Change in stability during a voyage. Effect of a shift of cargo or solid ballast. The danger of "free surface" of liquids (without proofs or calculations).

(f) Change of trim. (M.C.T. 1" and C.F. given).

(g) Use of stability curves and data supplied to a ship.

107. *Paper 4 (written).*

**Meteorology (2 hours)**

(a) The principles of the barometer, Mercurial and Aneroid. Marine Mercurial barometer. How to read and reduce the readings to standard datum. The use of the Gold slide. Barograph.

(b) The principles of the thermometer and hygrometer and their uses at sea.

(c) The principle and use of the hydrometer.

(d) A knowledge of the distribution of mean pressure and the prevailing winds and current systems of the globe. Relationship between pressure distribution and wind. Buys Ballot's Law.

(e) The characteristics of, and weather associated with, the principal pressure systems, e.g. anti-cyclones, depressions. Permanent and semi-permanent anti-cyclones and depressions and their effects, e.g. Trades, Monsoons.

(f) Tropical revolving storms, their localities, seasons and tracks. Rules for avoiding tropical storms. Use of barometric observations at a single station in conjunction with weather signs.

(g) Water vapour in the atmosphere, evaporation, condensation, precipitation, meaning of saturation, relative humidity, formation of clouds, fog and mist.

(h) Anabatic and Katabatic Winds. Land and Sea Breezes.

(i) The Beaufort wind scale and weather notation in use at sea. Methods of estimating direction and force of wind at sea.

(j) A knowledge of the types of weather messages adopted by the International Meteorological Organisation which are available to shipping. Coding and decoding messages contained in Part V and VI of Weather Messages for Shipping.

108. Paper 5 (written).

### Ship Maintenance, Routine and Cargo Work. (3 hours)

(a) Keeping a ship's log (Mate's log).

(b) Organisation of crew for routine, maintenance and emergency duties.

(c) Inspection and maintenance of the ship and her equipment, e.g. bulkheads, double bottoms, deep tanks, bilges, pipelines, strums, rudder, anchors and cables and steering gear. Drainage of holds and tanks. Drydocking routine.

(d) Properties and uses of paints and other protective covering. Scaling and painting. Treatment of woodwork. Cement work.

(e) Indents and stores. Repair lists.

(f) Simple calculations of stresses in spans, derricks, topping lifts, etc., Strength of ropes, wire ropes and chains. Various types of ropes, wire ropes, slings and their uses. Purchases and power gained.

(g) Use and maintenance of cargo working gear and the organisation of cargo work. A knowledge of relevant parts of the Factory Act and Indian Dock Labourer's Regulations. General principles of cargo stowage and handling, e.g. dunnaging, ventilation and slinging. The carriage of special cargoes such as Refrigerated Cargoes, Steel Rails, Liquids in bulk, Deck Cargoes and Timber Deck Cargoes, Bulk Stowage. The use of shifting boards. Separation. Precautions to be taken with solid ballast. Ventilation of different types of cargoes. Sweat—its cause and prevention.

(h) Given a cargo list, to stow a hold or holds, making a rough stowage plan, having regard to stability, behaviour of vessel in a seaway, damage and contamination of cargo, and accessibility at optional ports of discharge.

109. Paper 6 (written).

### Elementary Magnetism, Electricity and the Gyro Compass, (2 hours)

1. *Magnetism*.—(a) A simple magnet. Poles of magnet. The law of attraction and repulsion. The molecular theory of magnetism as applied to ferromagnetic materials. The conception of magnetically "hard" and "soft" iron. The shape of the magnetic field round a magnet. The meaning of the terms Intensity of Magnetisation, Magnetic Susceptibility and Permeability. No mathematical formulæ will be required.

(b) The Earth's magnetic field. The Earth's magnetic poles. Magnetic equator. The Earth's total magnetic force. Angle of dip. Horizontal and vertical components. Magnetic variation. No mathematical formulæ will be required.

(c) The effect of constraining a compass needle to the horizontal plane. The effect of introducing a disturbing force into the vicinity of a compass needle.

(d) The care and maintenance of different types of ship's compasses.

2. *Electricity*.—(a) A simple conception of the Electronic Theory. Current, difference of potential resistance and their units. Ohms Law. Effect of an electric current (i) heating effect. Power. The electric unit; (ii) Chemical effect. Simple cells, primary and secondary; (iii) Magnetic effect. Field due to a current. Field of a current carrying solenoid and the effect of introduction of ferro magnetic material into such a field. Magnetostriction.

(b) The electric motor. Measuring Instruments—moving coil and moving iron. Electro-magnetic induction. Movement of a conductor in a field. Variation in magnitude of a field. Effect of make and break of a current. Induction coil. Unit of Inductance. Dynamo Principle—simple commutator.

(c) Electro-static field. Unit of capacity. Condensor of Capacitor.

(d) Fuses, switches and simple ship's circuits. Use of measuring instruments. How to measure current and voltage.

(e) Principal symbols used in diagrams.

3. *Gyro-compass*.—A simple non-mathematical treatment of the following: The principle of the Free Gyroscope. The effect of the earth's rotation. Tilt and drift. Precession. Gravity control. Damping.

#### 110. *Oral*.

1. (a) Shifting large spars and rigging sheers.

(b) The handling of heavy weights with special reference to strength of gear used.

(c) Use and care of all deck and above deck appliances and fittings—winches, capstans, windlasses, emergency steering gear, and fittings used between anchor and cable locker. Hoisting in boats.

2. *Anchors*.—Different kinds; advantages and disadvantages of each. Cables and their care. Preparations for anchoring. Operation of anchoring with single anchor and use of second anchor. Clearing a foul anchor. Mooring. Clearing a foul hawse. Anchoring in a tideway and in a confined space. Slipping a cable. To carry out an anchor with boats. Getting under way.

3. (a) Coming alongside of a wharf, etc. Manoeuvring in rivers and harbours. Effects of current, wind, shallows and draught on manoeuvring.

(b) Management of steamships in stormy weather. Means to employ to keep a vessel, disabled or unmanageable, out of the trough of the sea and lessen her lee drift.

(c) To take a cast of the deep sea lead.

4. (a) An outline knowledge of the regulations concerning Lifesaving Appliances.

(b) Accidents, e.g. collision, running aground, accidents to hatches, leaks, fires and their treatment. Running repairs. Handling a disabled ship.

(c) A practical knowledge of the screening of ship's navigation lights.

(d) Preparations for drydocking and undocking. Use of shores, bilge blocks and bilge shores.

5. Regulations for preventing collisions at sea, etc. as in rule 102 para 5(a) (Oral and Practical: Second Mate).

111. *Signals*.—To send and receive signals in:—

(a) British Semaphore up to eight words per minute.

(b) Morse Code by flash lamp up to six words per minute.

(c) International Code of Signals.

2. The Practical use of shipborne W./T.D./F.

MASTER (FOREIGN-GOING)

112. *Paper 1 (written)*.

#### Practical Navigation (3 hours)

(a) A short recapitulation paper in Navigation on the syllabus for Second Mate and First Mate which may include Chart Work and Pilotage.

(b) The Admiralty Method of Tidal Predictions and the use of Harmonic Constants. (Admiralty Tide Tables).

113. *Paper 2 (written)*.

#### Magnetic and Gyro Compass (3 hours)

A more detailed knowledge of the elementary principles of Magnetism than is required for First Mate.

(a) The inverse square law, simple problems involving unit poles. The field strength, magnetic moment of a magnet, the period of a suspended magnet vibrating in the earth's field.

(b) Magnetic Compass. The method of determination and compensation by means of components of the effects of the ship's magnetic field on the magnetic compass. The Approximate Coefficients A, B, C, D and E and their use. Conditions which might produce Coefficients A and E. Constants Lamda and Mu. The ship's Multiplier. Methods of obtaining a table of deviations. Analysis of a table of deviations to obtain Approximate Coefficients. To determine the deviation caused by the ship's permanent magnetism and/or induced magnetism in vertical soft iron by means of observation taken in two widely separated Magnetic Latitudes.

(c) General Principles of Compass Correction and the method of correction for Coefficients B, C and D.

The cause and effect of retentive magnetism and Gaussin error.

Siting of compasses with particular reference to the proximity of magnetic material and electrical appliances. Heeling error, its cause, effects and the method of correction. Effect of heeling error magnets on soft iron correctors.

(d) *Gyro Compass*.—A fuller knowledge of the theory than that required for First Mate, but mathematical proofs will not be required.

To include in addition to the above.—Course and speed error. Correction for latitude. Ballistic deflection and its relation to Course and Speed Error. Rolling Error and how it is minimised.

The principal parts of a gyro compass and the repeating system. The more important fundamental differences in the construction of the better known types of gyro compasses and the methods used to eliminate or allow for the principal errors.

#### 114. Paper 3 (written).

##### Ship Construction and Stability. (3 hours)

(a) A fuller knowledge of ship construction than is required for lower grade certificates. The Scribe Board and its uses. Bending Slab and methods of bending. General structure. Keels, framing, stem, stern frame and rudder post, transverse and longitudinal girders, centre through plates, keelsons and inter-costals, double bottoms, side stringers, shell plating, bulkheads, deep tanks, pillars, propellers brackets, rudders. Superstructures. Masts and derricks.

(b) Types of vessels, e.g., General traders and bulk oil carriers. Strength and construction in relation to their trade.

(c) Classification of ships. Surveys. General ideas of Tonnage measurement. Freeboard and a general outline of conditions of assignment.

(d) Immediate treatment of accident damage—collision, bad weather, stranding. General ideas on welding in ship repair work. Drawing up of simple specifications. The direction of simple repairs.

(e) A fuller knowledge of stability than is required for First Mate. Simple calculations involving volumes, moments and effects of free surface of liquids. (Proofs of formulae will not be required). Effects of bilging and flooding compartments. Permeability. Trim and Moment to change trim. Stability and trim when grounding. The inclining Experiment. Effect of beam and freeboard on stability. Practical operations to ensure ship stability at Sea:—Deck cargoes, homogeneous cargoes, suspended weights and cargoes liable to shift. Dangers of a ship with heavy list and precautions when righting. Management of ballast tanks. Ballasting.

#### 115. Paper 4 (written).

##### Ship Master's Business (2 hours)

(The legal knowledge required will not go beyond the outline of the Merchant Shipping Acts and Mercantile Law which a ship-master must know in order to conduct the business of a ship).

(a) Registration of ships. The Certificate of Registry and its legal significance.

(b) Certificates and other Documents required to be carried on a ship, how they are obtained and the period of their legal validity. Suez and Panama Canal Certificates.

(c) Engagement, discharge and management of ship's crew. Managing qualifications. Ship's Articles of Agreement. Wages and other remuneration. National Insurance contributions. Discipline and treatment of offences. Fines and forfeitures Deserters, deceased seamen, engagement of substitutes.

(d) The official log book and the law relating to entries.

(e) Crew accommodation.

(f) Hygiene of ships, living spaces, holds, etc. Water Fresh and preserved food. Procedure required on board in cases of infectious disease, illness or accident. Quarantine procedure. Fumigation.

(g) Entering and Clearing ship.

(h) Loadline marks and their general and seasonal use. Entries and reports to be made respecting freeboard and draught.

(i) The safety of the ship, crew and passengers. Assistance of vessels in distress and salvage. Duties in case of collision and accident.

(j) The law relating to the reporting of ice and derelicts. Compulsory and non-compulsory pilotage.

(k) The meaning of the terms "passenger ship" and "emigrant ship", "pilgrim ship" and "unberthed passenger ship".

(l) A general knowledge of shipping practice and documents with particular reference to Charter parties and Bills of Lading, and an understanding of their principal clauses, e.g., Freight, Deviation, Always Afloat, Ice, Lay-days, Demurrage, Despatch, Protests, Certificate of Seaworthiness. A simple knowledge of the law relating to carriage of cargo and the ship owners liabilities and duties.

(m) A knowledge of the more important clauses contained in a Policy of Marine Insurance. The meaning of Average. Particular Average. General Average. Procedure in the case of General Average. Procedure at a port of refuge. Lloyd's Agents.

116. Paper 5 (written).

#### **Elementary Engineering and Electricity including Electronic Navigation Aids (3 hours)**

1. *Engineering*.—(a) The meaning of the general engineering terms, sensible heat, latent heat, saturated steam, super-heated steam, work and power, horse power, propeller pitch, slip.

(b) A simple knowledge of the following.—Types of marine boilers, coal and oil furnaces; Procedure for raising steam. The action of the reciprocating steam engine, turbine machinery and diesel engines. Procedure when warming up, turning, starting, stopping and reversing engines.

(c) The use of the condenser, evaporator and hot well. Use of circulating, air, feed bilge and ballast pumps. Valve chests.

(d) Fuel consumption and economical speeds, estimation of minimum fuel consumption to complete a given voyage. Simple slip problems.

(e) A simple knowledge of the types of refrigeration systems used on board ships.

2. *Electricity*.—(a) The simple alternator. Alternating current; frequency, phase relationship between two alternating quantities; effects of inductance, capacity and resistance. Resonance. Tuned circuits. The power transformer. The simple telephone and microphone.

(b) R. F. oscillations. Radiation of electro-magnetic waves in free space—frequency, velocity and wavelength and their relationship. Reception of electro-magnetic waves. Effects of the Ionosphere—ground wave, sky wave.

(c) Thermionic valves. Thermal emission. Diode valve—use as a rectifier. Triode valve, use as voltage amplifier and use as simple oscillator.

(d) Cathode ray tube—construction and action; electro-static and electro-magnetic deflection. The time base as applied to C.R.T.

(3) *Electronic Navigation Aids*.—(a) A simple knowledge of how Radar works. Displays, range and bearing discrimination, calibration, range strobes, monitoring, spurious echoes, side lobe effects, blind sectors, anomalous propagation and weather effects. Its use as an anti-collision device and navigational aid and an appreciation of its limitations.

(b) The general principles underlying Hyperbolical Navigation. Fundamental differences between various systems.

(c) A general knowledge of ship W/T direction finding; Rotating loop and goniometer systems. Maximum and minimum signals; Sense. Quadrantal error. Calibration, Sunset and sunrise effects. Land effects. A general knowledge of shore-based W/T. directional systems.

(d) The general principles of echo sounding. Methods of transmission. Timing device. The receiver. Methods of recording. Reliability of indications.

117. *Paper 6.*

**Meteorology (2 hours)**

In addition to the Syllabus for First Mate:—

- (a) The principal cloud types.
- (b) Simple ideas of air masses and fronts.
- (c) Adiabatic changes in the atmosphere. Stability and instability.
- (d) The frontal theory of the formation of depressions.
- (e) To construct a synoptic chart, (excluding fronts), from a number of coded groups as given in parts V and VI of Weather Messages for Shipping.
- (f) To decode groups as given in the International Analysis Code (Part IV), Weather Messages for Shipping, and draw the weather map.
- (g) The use of a synoptic chart or weather map for deducing the probable weather and anticipated changes at a specified point or points.
- (h) The main types of floating ice and their origin. General ideas of distribution and seasonal movements. Navigation in the vicinity of ice.
- (i) General points to consider in the selection of ocean routes.

118. *Oral.*

1. (a) Exceptional circumstances. Loss of rudder; shifting a damaged rudder. Construction of jury rudders. Making and launching of rafts. Collision. Leaks. Damage of all kinds. Running repairs and precautions in case of accidents. Grounding—methods of refloating. Beaching a vessel. Steps to be taken when disabled and in distress.

(b) Preservation of crew and passengers in the event of wreck. Abandoning a wrecked ship. Rockets and rocket apparatus. Communications with the shore.

(c) Assisting a vessel in distress. Rescuing crew of a disabled ship.

(d) Towing and being towed.

(e) Bad weather manœuvres. Precautions at anchor and at sea. Use of oil Anchoring and working anchors and cables in all circumstances. Approaching rivers and harbours and manœuvring in them.

(f) Drydocking. General procedure and precautions to be observed. Distribution of weight. Drydocking with full cargo for inspection of propellers or shafting. Bilge blocks. Leaving the vessel water borne. Putting into port with damage to ship and/or cargo, both from business and technical points of view. Safe-guarding of cargo.

(g) Prevention of fire at sea. Spontaneous combustion. Full knowledge of the use of fire appliances and the precautions to be taken in their use. Special reference to the extinguishing of oil fuel fires.

(h) Methods of fumigating holds and living spaces and safeguards in applying them.

(i) General organisation of ship's work and handling and training of crew. A knowledge of training facilities available to members of the crew.

(j) Compensation and adjustment of compasses. Demonstrations on Beall's Compass Deviascope or Instructional Binnacle.

2. Regulations for preventing collisions at sea, etc. As in Rule 102, paragraph 5(a)—(Oral and Practical Second Mate).

119. *Signals.*—To send and receive signals in:—

- (a) British Semaphore up to eight words per minute.

- (b) Morse Code by flash lamp up to six words per minute.
- (c) International Code of Signals.

**MATE (HOME TRADE)**

120. *Paper 1 (written).*

**Practical Navigation. (3 hours)**

- (a) To find the True Bearing of the Sun and the deviation of the compass for the direction of the ship's head.
- (b) To find the latitude by meridian altitude of the Sun.
- (c) From an observation of the Sun near the meridian to find the position line and the latitude through which it passes in a given longitude.
- (d) To determine the position line and the position through which it passes from an observation of the Sun out of the meridian.

121. *Paper 2 (written).*

**Elementary Ship Knowledge (2 hours)**

- (a) Elementary ideas on ship construction. The candidate will be expected to show his practical acquaintance with framing shell plating, decks, water-tight bulkheads, sounding pipes and air pipes.
- (b) The meaning of the terms Displacement and Deadweight. Use of Displacement and Tons per inch scales to determine weights of cargo, etc., from draughts. Effect of density of water on draught. Fresh Water Allowance.
- (c) A general understanding of Centre of Gravity and Centre of Buoyancy and the effect of adding or removing weights. The danger of slack ballast tanks.
- (d) A knowledge of the Indian Dock Labourer's Regulations in so far as it applies to ships' requirements.

122. *Paper 3 (written).*

**Chart Work and Pilotage (2 hours)**

- (a) Given the Variation and a Table of Deviations to convert True Courses into Magnetic and Compass Courses and *vice versa*. To find the compass course and distance between two positions. The effect of current on speed. Allowance for leeway. To find the compass course to steer allowing for a current. Given compass course steered, the speed of the ship and the direction and rate of the current, to find the true course made good.
- (b) To fix the ship's position on a chart by simultaneous cross bearings, bearing and range or by wireless cross bearings, applying the necessary corrections. To fix the ship's position by bearings of one or more objects with the run between, allowing for a current and to find the distance at which the ship will pass a given point. The construction of a line of soundings. The use of a single position line approaching the coast.
- (c) The use of clearing marks and horizontal and vertical danger angles.
- (d) To find the time and height of high and low water and a Standard Port (Indian Tide Tables). The use of tables or diagram to find the height of tide at any given time and thence the approximate correction to soundings or to the charted heights of shore objects.
- (e) Candidates will be examined orally on the information given on a chart or plan, particularly about buoys, lights, depths and nature of bottom, contour lines, tides and tidal streams. Recognition of the coast. The intelligent use of Sailing Directions. Chart correction.

123. *Paper 4 (written).*

**Meteorology (1½ hours)**

- (a) The principles of the barometer. How to read it and reduce the readings to standard datum.
- (b) How to observe the force and direction of the wind with no other instrument than the compass and the use of the Beaufort scale.
- (c) How to observe and log the state of sea and swell, weather and visibility by the International scales for the use of seamen.
- (d) The principles and the use of the thermometer, dry bulb, wet bulbs and sea surface.



(e) Use of hydrometer.

(f) General knowledge of the wind and current systems in the Indian Ocean, Bay of Bengal and the Malacca Strait.

(g) Full knowledge of the Storm signals displayed in the Indian ports and the knowledge of the seasons and tracks of cyclones in the Indian Ocean and the Bay of Bengal.

(h) To be able to understand the meaning of weather bulletin for shipping. Visual and broadcast storm warnings.

#### 124. Oral.

1. (a) A full knowledge of the content and the application of the regulations for preventing collisions at sea. (Candidates will not be placed in the position of handling a sailing ship, but will be expected to recognise a sailing ship's lights and to have a knowledge of her possible manoeuvres according to the direction of the wind).

(b) Distress and pilot signals; penalties for misuse.

(c) Uniform system of buoyage; wreck marking system.

(d) the use of the rocket apparatus.

(c) A knowledge of the contents of the Ministry of Transport Book of Merchant Shipping Notices and the use of Admiralty Notices to Mariners.

2. (a) Marking of ordinary lead line and taking a cast.

(b) The use and upkeep of sounding appliances and logs.

(c) Use and care of engine room telegraphs.

(d) Coming to anchor, the use of two anchors, Mooring to buoys. Coming alongside and leaving a wharf. Entering and leaving a dock.

(c) Keeping an anchor watch. Dragging anchor.

(f) Care, maintenance and use of the lifesaving appliances and fire appliances carried by a Home Trade Ship.

(g) Management of boats under oars or sail and in heavy weather. Beach- ing or landing. Coming alongside.

(h) Elementary knowledge of general ship maintenance.

3. *Rigging of ships*.—Strength of ropes including wire ropes. Rigging purchases of various kinds and knowledge of power gained by purchases. Knotting and splicing with strict reference to current practice. Seizings, rackings, chain stoppers, etc.

4. An elementary knowledge of cargo work, as given in the syllabus for First Mate, Rule 108 (Paper 5, Section (g), excluding the Factory Act).

5. (a) To read and understand a barometer, thermometer and a hydrometer.

(b) To use a sextant for taking vertical and horizontal angles and to find the index error.

#### 125. Signals.

To send and receive signals in:—

(a) British Semaphore up to eight words per minute.

(b) Morse Code by flash lamp up to six words per minute.

(c) International Code of Signals.

#### MASTER (HOME TRADE)

#### 126. Paper 1 (written).

##### Chart Work and Pilotage (2 hours)

In addition to the syllabus for Mate (Home Trade) questions on the following may be asked either in the written or oral parts of this paper:—

(a) Distance of sighting lights. Distance of a point of land of known height.

(b) The use of bearing obtained by ship's Wireless Direction Finder and bearings given from a Shore Station. The use of Wireless Beacons.

(c) Candidates will be examined orally on the selection of suitable points for bearings, approaching an anchorage and entering narrow waters. The reliability of charts. The use of Lattice Charts.

127. *Paper 2 (written).***Practical Navigation (2 hours)**

This paper may include questions in the syllabus for Mate (Home Trade).

(a) To find the true bearing of any heavenly body and the deviation for the direction of the ship's head.

(b) To find the approximate time (to the nearest minute) of the meridian passage of a star. To find the latitude by meridian altitude of a star. Latitude by an observation of Polaris.

(c) From an observation of a star near the meridian to find the position line and the latitude through which it passes in a given longitude.

(d) To determine the position line and position through which it passes from an observation of star out of the meridian.

(e) Recognition of stars of the 1st Magnitude by reference to the principal constellations.

128. *Paper 3 (written).***Stability and Seaworthiness (2 hours)**

(a) The meaning of Metacentre, Metacentric height, Initial Stability, Righting Lever, Centre of Floatation, Moment to Change Trim.

(b) Determination of the Centre of Gravity of a ship in a new condition, the Centre of Gravity in the old condition being given. The effect on the position of the Centre of Gravity of adding, removing or shifting weights. Stiff and tender ships. Effect of a shift of cargo or solid ballast. Cargoes liable to shift and precautions to be taken. Deck Cargoes. Ballasting. The danger of "free surface" of liquids (without proof or calculations).

(c) The use of Stability Curves and the data supplied to a ship.

(d) Simple trim problems.

(e) Damage affecting seaworthiness. Temporary repairs at sea or in port. Certificates of seaworthiness.

(f) A knowledge of the stowage required and precautions to be taken when carrying certain cargoes coastwise. (See Ministry of Transport Notices.)

129. *Paper 4 (written).***Compass Deviation (1½ hours)**

(a) A simple knowledge of the meaning of hard and soft iron. Simple ideas of the effect of hard iron, vertical soft iron and horizontal soft iron on the deviations of the compass.

The means used to compensate for these effects with special reference to Home Trade ships.

(b) Care and maintenance of magnetic compasses. Siting of compasses with particular reference to the proximity of magnetic material and electrical appliances.

(c) To find the Magnetic Bearing of a distant object from compass bearings taken on equidistant points and to construct a table of deviations.

130. *Paper 5 (written).***Meteorology (1½ hours)**

As far Mate Home Trade with the additional knowledge of the law of storms in the Indian Ocean and the Bay of Bengal.

131. *Oral.*

1. Regulations for preventing collisions at sea, etc. As in rule 124, paragraph 1(a), (b), (c) and (e); Oral: Mate (Home-Trade).

2. (a) Handling a ship in bad weather and when it is disabled.

(b) Preservation of crew and passengers in the event of wreck. Abandoning a wrecked ship. Rockets and rocket apparatus. Communications with the shore.

(c) Assisting a vessel in distress. Rescuing the crew of a disabled ship.

(d) Effect of a screws on the steering of a ship. Manoeuvring a ship in rivers and harbours.

3. (a) General knowledge of the requirements of the Merchant Shipping Acts relating to strandings, collisions or other casualties, reports to be made out in cases of death or injury, return of crew list, agreements and certificates of discharge.

(b) A shipmaster's knowledge of the law relating to loadline marks and entries and reports to be made respecting them.

(c) Entering and clearing a Home Trade Ship.

(d) The meaning of the terms "passenger ship" and "unberthed passenger ship".

(e) Preparations for drydocking and undocking. Use of shores, bilge blocks and bilge shores.

4. The practical use of RADAR DECCA and CONSOL as aids to navigation.

### 132. Signals.

1. To send and receive signals in:—

(a) British Semaphore up to eight words per minute.

(b) Morse Code by flash lamp up to six words per minute.

(c) International Code of Signals.

2. The practical use of shipborne W/T. D/F.

### YACHT MASTER

### 133. Written Examination.

The written examination for a Yacht Master's certificate will be the same as that prescribed for a foreign-going Master's certificate, except that in addition the candidate will be required to take the papers in navigation and chart work laid down for First Mate and that the papers on Shipmaster's Business and Engineering and Radio Aids will be omitted from the examination.

### 134. Oral Examination.

1. (a) A thorough knowledge of the Rules of the Road both as regards steamships and sailing vessels, (see Appendix E).

(b) Signals of distress, and the signals to be made by ships wanting a pilot; the liabilities and penalties incurred by the misuse of these signals.

(c) Uniform system of buoyage and the wreck marking system.

2. (a) Making and taking in sail and the management of a yacht under canvas in moderate or stormy weather.

(b) How to keep a vessel out of the trough of the sea in the event of accident; how to rig rafts and jury rudders. The steps to take when a vessel is disabled or unmanageable and drifting towards a lee shore.

(c) To moor and unmoor ship; keep a clear anchor; to carry out an anchor.

(d) Preservation of crew in the event of wreck.

(e) Any other practical questions relating to the management of a yacht either steam or sailing, which the Examiner may consider necessary.

3. (a) The use and adjustments of a sextant.

(b) The use and management of rocket apparatus.

(c) The marking and use of the lead line and log line.

4. (a) The measures to adopt for preventing and checking an outbreak of scurvy on board.

(b) A knowledge of what the Master of a Yacht is required to do under the Merchant Shipping Acts.

### 135. Signals.

To send and receive signals in:—

(a) British Semaphore up to eight words per minute.

(b) Morse Code by flash lamp up to six words per minute.

(c) International Code of Signals.

## SAILING SHIP ENDORSEMENTS

136. *Second Mate, Sailing Ship Endorsement.*—The candidate must understand and give satisfactory answers on the following subjects:—

- (a) The standing and running rigging of ships.
- (b) Bending, unbending, setting, reefing, taking in and furling sail.
- (c) Sending masts and yards up and down, etc.
- (d) Management of a ship when under canvas.
- (e) A thorough knowledge of the Rule of the Road as regards sailing vessels (see Appendix E).
- (f) Any questions appertaining to the duties of a Second Mate of a sailing ship that the Examiner may think necessary to ask.

137. *First Mate, Sailing Ship Endorsement.*—In addition to the qualifications required for a Second Mate's sailing ship endorsement, the candidate will be required to show a knowledge of the following subjects:—

- (a) Shifting large spars, rigging sheers, taking lower masts in and out.
- (b) How to moor and unmoor ship; to keep a clear anchor; and to carry out an anchor.
- (c) How to manage a ship in stormy weather.
- (d) How to secure the masts in the event of accident to the bowsprit.
- (e) How to rig purchases for getting heavy weights, anchors, machinery, etc., in or out.
- (f) How to get a cast of the deep sea lead in heavy weather.
- (g) Accidents, and how to deal with them.
- (h) Any other questions appertaining to the duties of a First Mate of a sailing ship which the Examiner may think necessary to ask.

138. *Master, Sailing Ship Endorsement.*—In addition to the qualifications required for the sailing ship endorsement for Second and First Mate, the candidate will be required to show a knowledge of the following subjects:—

- (a) Management of ship in heavy weather.
- (b) Rescuing the crew of a disabled vessel.
- (c) Steps to be taken when a ship is on her beam ends, or in any danger or difficulty, or disabled or unmanagable and on a lee shore.
- (d) Heaving a keel out.
- (e) Any other question appertaining to the management of a sailing ship which the Examiner may think it necessary to ask.

139. *Mate Home Trade Sailing Ship Endorsement.*—The candidate must understand and give satisfactory answers on the following subjects:—

- (a) The standing and running rigging of ships.
- (b) Bending, unbending, setting, reefing, taking in, and furling sail.
- (c) Sending masts and yards up and down, etc.
- (d) Management of a ship when under canvas.
- (e) A thorough knowledge of the Rule of the Road as regards sailing vessels (see Appendix E).
- (f) How to moor and unmoor a ship; to keep a clear anchor; and to carry out an anchor.
- (g) How to manage a ship in stormy weather.
- (h) How to secure the masts in the event of accident to the bowsprit.
- (i) Accidents, and how to deal with them.
- (j) Any other questions appertaining to the duties of a Mate of a home trade sailing ship which the Examiner may think necessary.

140. *Master, Home Trade Sailing Ship Endorsement.*—In addition to the qualifications required for the sailing ship endorsement for Mate, home trade, the candidate will be required to show a knowledge of the following subjects:—

- (a) Management of ship in heavy weather.
- (b) Rescuing the crew of a disabled ship.

- (c) Steps to be taken when a ship is on her beam ends, or in any danger or difficulty, or disabled or unmanageable and on a lee shore.
- (d) Heaving a keel out.
- (e) Any other question appertaining to the management of a home trade sailing ship which the Examiner may think it necessary to ask.

## APPENDIX A

(a) *Examination days and places: Masters and Mates' Certificates in India*

Port	Examination	Place	Day
Bombay	Second Mate, First Mate, Master (Foreign-going). Mate and Master (home trade). Yacht Master.	Mercantile Marine Office, Commerce House, Currimbhoy Road, Ballard Estate, Bombay.	Examinations generally commence on the first Monday in each month. The dates can be ascertained on application at the Mercantile Marine Office.
Calcutta	Second Mate, First Mate, Master (Foreign-going). Mate and Master (home trade). Yacht Master.	Mercantile Marine Office, Marine House, Hastings, Calcutta.	Do.

**NOTE.**—The dates for the voluntary examination in Compass Deviation, and the voluntary examination in Signalling can be ascertained on application to the Principal Officer, Bombay or Calcutta.

(b) *Examinations days and places: Extra Master's Mates' and Mates Certificates in the United Kingdom*

Port	Day in each month on which examination begins			
	2nd Mate foreign-going	1st Mate and Master foreign-going	Mate Home trade	Master trade
Belfast	1st Monday	2nd Monday	1st Monday	2nd Monday.
Cardiff	1st Monday	2nd Monday	1st Monday	2nd Monday
Glasgow	1st and 3rd Monday.	2nd and 4th Monday.	1st Monday	2nd Monday
Hull	1st Monday	2nd Monday	1st Monday	2nd Monday
Leith	1st Monday	2nd Monday	1st Monday	2nd Monday.
Liverpool	1st and 3rd Monday.	2nd and 4th Monday.	1st Monday	2nd Monday
London	1st and 3rd Monday.	2nd and 4th Monday.	1st Monday	2nd Monday.
Newcastle	1st and 3rd Monday.	2nd and 4th Monday.	1st Monday	2nd Monday.
Southampton	3rd Monday	4th Monday	3rd Monday	4th Monday.

The examinations for Extra Masters' certificates are held at the ports in the above list (other than Belfast) and begin as follows:—Part I on the first Monday and Part II on the second Monday in March, July and November.

**N.B.**—The examination days and the ports at which examinations are held are liable to be changed, and candidates are advised to ascertain the actual date

of examination from the Superintendent of the Mercantile Marine Office, or the local Examiner of Masters and Mates. Examinations will be suspended during August in each year and will be resumed on the first Monday in September.

#### APPENDIX B

(a) *Ports where examination in the sight tests are held in India.*—A list showing the ports at which sight tests are held in India and the days of examination is appended. A candidate who wishes to have his sight tested should apply, in the first place, to any one of the Principal Officers, Mercantile Marine Department, Bombay, Calcutta and Madras or the Deputy Port Conservator, Cochin, on any working day.

(b) *Ports where examinations in the sight tests are held in the United Kingdom.*—A list showing the ports at which sight tests are held and the days of examination is appended. A candidate who wishes to have his sight tested should apply, in the first place, to the Superintendent of the Mercantile Marine Office at one of these ports. The normal hours for the sight tests are 9-30 A.M. to 12-30 P.M., and wherever possible candidates should attend between those hours. A candidate who lives at a distance from the port and cannot attend before 12-30 P.M. should apply in writing to the Superintendent for a special appointment.

Aberdeen—Second Friday in every month. Other days by appointment.

Belfast—Every Monday.

Bristol—First and Third Mondays in every month.

Cardiff—Every Monday.

Dundee—Fourth Monday in every month.

Falmouth—By appointment.

Fleetwood—By appointment.

Glasgow—Every Wednesday and Saturday. Other days by appointment only.

Greenock—Every Monday.

Grimsby—Every Saturday.

Hull—Every Friday and Saturday.

Leith—Any day by appointment.

Liverpool (Royal Liver Building)—Every Thursday, Friday and Saturday.

London (Dock Street, E. 1.)—Every Friday and Saturday.

London (133, E. India Dock Road, E. 14)—Every Monday and Tuesday.

London (Victoria Docks, E. 16)—Every Wednesday and Thursday.

London (Tilbury, Essex)—Every Thursday and Friday.

Middlesborough—Every Tuesday.

Milford Haven—By appointment.

Newcastle—Every Friday and Saturday.

Plymouth—Every Monday.

Ramsgate—By appointment.

Southampton—Every Wednesday and Friday.

South Shields—Every Wednesday at 9-30 A.M.

Sunderland—Every Monday.

Swansea—Every Monday and Tuesday.

Yarmouth—By appointment.

#### APPENDIX C

##### SIGHT TESTS

##### *Details as to the conduct of the tests*

The purpose of these tests is to ensure that the candidate's eyesight is sufficiently good to enable him to pick up and identify correctly the lights of distant ships at sea. Experience has shown that for this purpose he must be able to reach certain minimum standards both of form and colour vision.

The tests employed are two, a letter test and a lantern test, details of which are given below. The letter test is a test of form vision only, and the lantern test is a test of form and colour vision combined.

The tests will be conducted under the strict personal supervision of the Examiner, who will keep a record of all mistakes made by the candidate both in the Letter test and in the Lantern test.

A candidate who holds a Certificate of Competency as Master, Mate, Skipper or Second Hand will not again be required to be examined in the Lantern Test.

*Spectacles not allowed.*—During the examination in the sight test candidates will not be allowed to use spectacles, contact lenses, or glasses of any kind, or any other artificial aid to vision. They will however, have the option of using either eye separately or both eyes together.

#### I.—LETTER TEST

1. The first test which the candidate is required to undergo is the letter test conducted on Snellen's principle by means of sheets of letters. Each sheet contains 7 lines, the 5th, 6th and 7th lines corresponding to standards 5/10, 5/7.5 and 5/5 respectively.

2. *Standard of vision required.*—With the exceptions indicated below (see para. 5) every candidate will be required to read correctly five of the six letters in the sixth line and four of the seven letters in the seventh line, at a distance of 16 feet from the eye.

3. *Method of testing.*—Artificial illumination will be used in preference to daylight owing to the impossibility of securing uniformity where the latter is used. Where suitable dark rooms are available the test sheets will be hung on a wall at a height of five or six feet from the floor, with two electric light bulbs each of 40 watts placed horizontally and suitably screened so that the light falls directly on two lines of letters on the sheet.

The test room will be moderately illuminated and care taken that there are no glaring lights or bright objects in the candidate's field of vision. Extreme contrast between the illuminated test card and the background will be avoided.

If a suitable dark room is not available the test sheets will be hung on a wall at the required height in a good light, but not in direct sunlight.

When the candidate has taken up the correct position one of the sheets will be exposed, and he will be asked to read the letters on the sheet from left to right, beginning at the top and going downwards.

If at the conclusion of the test the candidate is found to reach the required standard, he will be considered to have passed and will then proceed to the lantern test unless he holds a Certificate of Competency.

4. *Failure.*—(a) If the candidate fails to reach the standard required on the first sheet he will be tested with at least four sheets and the following alternatives explained to him:—

(i) He may break off the examination and present himself for re-examination in not less than three months in which case a certificate of failure will be issued to him; or

(ii) He may proceed to the lantern test. In this case a record of all mistakes made in the letter test and all mistakes, if any, made in the lantern test will be forwarded to the Chief Examiner of Masters and Mates, who will decide whether the candidate has passed or failed in form vision.

(b) Failure to pass the letter test is due to some defect in form vision, which is sometimes curable. Whenever, therefore, a candidate fails to pass this test he will be advised to consult an ophthalmic surgeon with a view to ascertaining the nature of the defect in his form vision, and whether it is curable.

5. *Lower standard required in certain cases.*—Candidates who are in possession of certificates of competency obtained before 1st January, 1914, may be regarded as passing the letter test if they can read correctly with either eye or both eyes together 3 of the 5 letters on the fifth line of a test sheet.

6. Care will be taken by varying the order of the test sheets and by every other means to guard against the possibility of any deception on the part of the candidate.

#### II.—LANTERN TEST

7. *Apparatus.*—A special lantern and a mirror is provided for this test. The test is conducted in a room so darkened as to exclude all daylight.

The lantern will be placed directly in front of the mirror, so that the front part of the lantern is exactly ten feet from the mirror, and in such a position that the lights reflected in the mirror show clearly when viewed by the candidate on the left of the lantern.

8. *Darkness adaptation.*—If a candidate makes mistakes at the beginning of the lantern test he will be kept in a completely or partially darkened room for at least a quarter of an hour and will then begin the test again.

9. *Method of testing.*—The lantern supplied for the examination is so constructed as to allow one large or two small lights to be visible, and is fitted with 12 glasses of three colours—red, white and green. At the beginning of the examination the candidate will be shown a series of lights through the large aperture, and he will be required to name the colours as they appear. Care will be taken in showing the white light to emphasise the fact that this light is not a pure white. If a candidate makes a mistake in calling this light “red”, a proper red light will be shown immediately after and his attention directed to the difference between the two.

After a series of lights through the large aperture has been shown, two complete circuits and one broken circuit with the two small apertures will be made, the candidate naming the colours of each set of two lights from left to right.

10. *Passing or failure.*—(a) If a candidate does not make any mistake in the lantern test after passing the letter test he will be deemed to have passed the whole examination and the examiner will issue a certificate to that effect.

(b) If, with either the large aperture or the two smaller apertures of the lantern, a candidate mistakes red for green or green for red, he will be considered to have failed in the lantern test.

(c) If a candidate makes any other mistake with the lantern, i.e., if he calls white “red” or red “white” or confuses green and white, his case will be submitted to the Chief Examiner of Masters and Mates, and he will be told that the decision as to whether he is passed or failed, or must undergo a further examination, will be communicated to him in due course. Pending the receipt of the Chief Examiner’s instructions, a candidate for a certificate of competency will only be allowed to proceed with such examination on the express understanding that the latter examination will be cancelled in the event of failure at the sight tests.

(d) Candidates will be notified on an appropriate form of their success or failure or else that their case has been referred for special consideration.

(e) A candidate who fails to pass the local lantern test may not be re-examined locally, unless the Chief Examiner decides that he may be re-examined after three months. The certificate issued to the candidate will state whether or not he may be re-examined locally.

### III.—SPECIAL EXAMINATIONS AND APPEALS

11. *Special examination—Referred cases.*—In the case of a candidate who is referred for further examination the Chief Examiner will make arrangements for a special examination for which no additional fee will be charged.

12. *Special Examination—Appeal cases.*—A candidate who is adjudged to have failed in the local lantern test may appeal for an examination by a special body of examiners for a decision. He will be required to pay a special fee of Rs. 32 which will be returned to him if he is declared to have passed the special examination.

13. *Examining Board.*—The special and appeal examinations will be conducted by the Chief Examiner of Masters and Mates or his Deputy together with a specialist adviser on eyesight.

14. *Punctual attendance at special and appeal examinations.*—Candidates who are referred for a special examination or appeal from the result of the local tests are notified by the Chief Examiner of the time at which they should attend for special examination and are expected to inform the Chief Examiner whether or not they will be able to attend at that time. Any candidate who, after informing the Chief Examiner that he will attend, fails to appear at the time appointed, will be liable to have his examination postponed indefinitely and also, if an appeal candidate, will forfeit the appeal fee of Rs. 32 and will be required to deposit a further fee of the same amount before further arrangements can be made for his special examination.

15. *Final Appeals.*—Where, during the course of a special examination, a candidate who has appealed or has been referred, is found to have a permanent defect in his eyesight such as to render him unfit for a sea career, he will be finally



rejected and will not be allowed to be examined again in the sight tests on any future occasion. This, however, is subject to this proviso that if the candidate is still dissatisfied, it will be open to him, if he so desires, to present himself for a second special examination on payment of a fee of rupees seventy-five, provided that he brings with him a friend to witness the examination who may be an ophthalmic surgeon. It will be conducted by the Chief Examiner of Masters and Mates or his Deputy together with a specialist adviser on eyesight. The special fee of rupees seventy-five will not be returnable, unless in special circumstances, the Ministry of Transport see fit to refund it. In no case will this fee be refunded to candidates under 14 years of age.

16. *Candidates not finally rejected at special examination.*—In certain cases a candidate may not be finally rejected at a first special examination. Such candidates will have the option of taking a second special examination as indicated in paragraph 15 or of being specially re-examined after an interval of three months on payment of a fee of rupees thirty-two. If they are successful the appeal fee of rupees thirty-two will be refunded.

## APPENDIX D

### EXAMINATION IN SIGNALLING

The examination in Signalling will in all cases begin with an examination in the International Code, including Morse Flashing and Semaphore.

*Morse Flashing and Semaphore: Speeds and Tests for Voluntary Examination.*—Candidates for the voluntary examination in signalling will be required to attain a minimum speed of 12 words a minute in Semaphore, and 10 words a minute in Morse Flashing; the average length of a word is taken as 5 letters.

The Morse Flashing test will consist of a Test message, followed by a Spelling message of 25 words, and the Semaphore test will consist of a Spelling message of 50 words.

In the examination in Morse Flashing, the candidate should be first required to make a Test message, followed by a Spelling message of 25 words. The Examiner should then make a Test message, followed by a Spelling message of 25 words to be read by the candidate.

The same procedure will be observed in the Semaphore test, except that, as a Test message is not given, the candidate will be required to make a Spelling message of 50 words, and then to read a message of 50 words made by the Examiner.

*Speeds and Tests for Other Candidates.*—Other candidates will be required to attain a speed of 8 words a minute in Semaphore, and 6 words a minute in Morse Flashing; the average length of a word is taken as 5 letters.

The Morse Flashing test will consist of a Test Card and a Spelling message of 10 words, and the Semaphore test of a Spelling message of 25 words.

*Method of Signalling.*—The Semaphore message will be made by hand flags.

The spelling message is left to the discretion of the examiner, and may be a passage from any book or newspaper in English. When the passage contains figures and the candidate does not choose to spell them out, the examiner should see that the proper signs are made before and after the figures.

The message as read by the candidate should be taken down by another candidate where possible, otherwise by a clerk, or other persons according as the examiner may deem expedient.

Candidates should be thoroughly tested in the various signs and the procedure of calling up, sending and answering a signal, and this course should always be strictly adhered to.

*Marks.*—In the Morse Flashing examination, marks will be allotted for the Test Message in the proportion of 2/3 of a mark for each correct letter or numeral, and for the Spelling message 5 marks for each correct word or group of figures. In the Semaphore examination, 4 marks will be allotted for each correct word.

Every candidate must, for a pass, gain an aggregate of at least 90 per cent., of the maximum marks allotted both in making and reading in each method i.e., Morse Flashing and Semaphore.

**NOTE.**—The International Code of Signals, Volume I Visual and Sound Signalling, and Volume II Radio Signalling, may be obtained from the principal booksellers at the various ports, or directly from H.M. Stationery Office, York House, Kingsway, London W.C. 2.

The attention of candidates is drawn to the fact that facilities are available at the Nautical & Engineering College, Bombay for instruction in signalling.

In the United Kingdom, signal schools have been established at London, Liverpool, South Shields, Glasgow,, Hull, Southampton and Cardiff where candidates for Certificates of Competency can obtain instruction in Signalling free of charge.

## APPENDIX E

### REGULATIONS FOR PREVENTING COLLISIONS AT SEA (TO COME INTO FORCE 1ST JANUARY, 1954)

#### PART A.—PRELIMINARY AND DEFINITIONS

##### Rule 1

(a) These Rules shall be followed by all vessels and seaplanes upon the high seas and in all waters connected therewith navigable by seagoing vessels, except as provided in Rule 30. Where, as a result of their special construction, it is not possible for seaplanes to comply fully with the provisions of Rules specifying the carrying of lights and shapes, these provisions shall be followed as closely as circumstances permit.

(b) The Rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the prescribed lights or impair their visibility or distinctive character, or interfere with the keeping of a proper lookout.

(c) In the following Rules, except where the context otherwise requires:—

- (i) the word "vessel" includes every description of water craft, other than a seaplane on the water, used or capable of being used as a means of transportation on water;
- (ii) the word "seaplane" includes a flying boat and any other aircraft designed to manoeuvre on the water;
- (iii) the term "power-driven vessel" means any vessel propelled by machinery;
- (iv) every power-driven vessel which is under sail and not under power is to be considered a sailing vessel, and every vessel under power, whether under sail or not, is to be considered a power-driven vessel;
- (v) a vessel or seaplane on the water is "under way" when she is not at anchor, or made fast to the shore, or aground;
- (vi) the term "height above the hull" means height above the upper-most continuous deck;
- (vii) The length and breadth of a vessel shall be deemed to be the length and breadth appearing in her certificate of registry;
- (viii) the length and span of a seaplane shall be its maximum length and span as shown in its certificate of airworthiness, or as determined by measurement in the absence of such certificate;
- (ix) the word "visible" when applied to lights, means visible on a dark night with a clear atmosphere;
- (x) the term "short blast" means a blast of about one second's duration;
- (xi) the term "prolonged blast" means a blast of from four to six seconds' duration;
- (xii) the word "whistle" means whistle or siren;
- (xiii) the word "tons" means gross tons.

#### PART B.—LIGHTS AND SHAPES

##### Rule 2

(a) A power-driven vessel when under way shall carry:—

- (i) On or in front of the foremast, or if a vessel without a foremast then in the forepart of the vessel, a bright white light so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass (225 degrees), so fixed as to show the light/10 points (112½ degrees) on each side of the vessel, that is, from right ahead to

2 points ( $22\frac{1}{2}$  degrees) abaft the beam on either side, and of such a character as to be visible at a distance of at least 5 miles.

- (ii) Either forward of or abaft the white light mentioned in sub-section (i) a second white light similar in construction and character to that light. Vessels of less than 150 feet in length, and vessels engaged in towing, shall not be required to carry this second white light but may do so.
- (iii) These two white lights shall be so placed in a line with and over the keel that one shall be at least 15 feet higher than the other and in such a position that the lower light shall be forward of the upper one. The horizontal distance between the two white lights shall be at least three times the vertical distance. The lower of these two white lights or, if only one is carried, then that light, shall be placed at a height above the hull of not less than 20 feet, and, if the breadth of the vessel exceeds 20 feet, then at a height above the hull not less than such breadth, so however that the light need not be placed at a greater height above the hull than 40 feet. In all circumstances the light or lights, as the case may be, shall be so placed as to be clear of and above all other lights and obstructing superstructures.
- (iv) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass ( $112\frac{1}{2}$  degrees), so fixed as to show the light from right ahead to 2 points ( $22\frac{1}{2}$  degrees) abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.
- (v) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass ( $112\frac{1}{2}$  degrees), so fixed as to show the light from right ahead to 2 points ( $22\frac{1}{2}$  degrees) abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.
- (vi) The said green and red sidelights shall be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bows.
- (b) A seaplane under way on the water shall carry:—
  - (i) In the forepart amidships where it can best be seen a bright white light, so constructed as to show an unbroken light over an arc of the horizon of 220 degrees of the compass, so fixed as to show the light 110 degrees on each side of the seaplane, namely, from right ahead to 20 degrees abaft the beam on either side, and of such a character as to be visible at a distance of at least 3 miles.
  - (ii) On the right or starboard wing tip a green light, so constructed as to show an unbroken light over an arc of the horizon of 110 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.
  - (iii) On the left or port wing tip a red light, so constructed as to show an unbroken light over an arc of the horizon of 110 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.

### Rule 3

(a) A power-driven vessel when towing or pushing another vessel or seaplane shall, in addition to her sidelights, carry two bright white lights in a vertical line one over the other, not less than 6 feet apart, and when towing more than one vessel shall carry an additional bright white light 6 feet above or below such lights, if the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel or seaplane towed, exceeds 600 feet. Each of these lights shall be of the same construction and character and one of them shall be carried in the same position as the white light mentioned in Rule 2(a) (i), except the additional light, which shall be carried at a height of not less than 14 feet above the hull. In a vessel with a single mast, such lights may be carried on the mast.

(b) The towing vessel shall also show either the stern light specified in Rule 10 or in lieu of that light a small white light abaft the funnel or aftermast for the tow to steer by, but such light shall not be visible forward of the beam. The carriage of the white light specified in Rule 2(a) (ii), is optional.

(c) A seaplane on the water, when towing one or more seaplanes or vessels, shall carry the lights prescribed in Rule 2(b) (i); (ii); and (iii); and, in addition, she shall carry a second white light of the same construction and character as the white light mentioned in Rule 2(b) (i), and in a vertical line at least 6 feet above or below such light.

#### Rule 4

(a) A vessel which is not under command shall carry, where they can best be seen, and, if a power-driven vessel, in lieu of the lights required by Rule 2(a) (i) and (ii), two red lights in a vertical line one over the other not less than 6 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, two black balls or shapes each not less than 2 feet in diameter.

(b) A seaplane on the water which is not under command may carry, where they can best be seen, two red lights in a vertical line, one over the other, not less than 3 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles, and may by day carry in a vertical line one over the other not less than 3 feet apart, where they can best be seen, two black balls or shapes, each not less than 2 feet in diameter.

(c) A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations when from the nature of her work she is unable to get out of the way of approaching vessels, shall carry, in lieu of the lights specified in Rule 2(a) (i) and (ii), three lights in a vertical line one over the other not less than 6 feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, three shapes each not less than 2 feet in diameter, of which the highest and lowest shall be globular in shape and red in colour, and the middle one diamond in shape and white.

(d) The vessels and seaplanes referred to in this Rule, when not making way through the water, shall not carry the coloured sidelights, but when making way they shall carry them.

(e) The lights and shapes required to be shown by this Rule are to be taken by other vessels and seaplanes as signals that the vessel or seaplane showing them is not under command and cannot therefore get out of the way.

(f) These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in Rule 31.

#### Rule 5

(a) A sailing vessel under way and any vessel or seaplane being towed shall carry the same lights as are prescribed by Rule 2 for a power-driven vessel or a seaplane under way, respectively, with the exception of the white lights specified therein, which they shall never carry. They shall also carry stern lights as specified in Rule 10, provided that vessels towed, except the last vessel of tow, may carry, in lieu of such stern light, a small white light as specified in Rule 3(b).

(b) A vessel being pushed ahead shall carry, at the forward end, on the starboard side a green light and on the port side a red light, which shall have the same characteristics as the lights described in Rule 2(a) (iv) and (v) and shall be screened as provided in Rule 2(a) (vi), provided that any number of vessels pushed ahead in a group shall be lighted as one vessel.

#### Rule 6

(a) In small vessels, when it is not possible on account of bad weather or other sufficient cause to fix the green and red sidelights, these lights shall be kept at hand lighted and ready for immediate use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than 2 points ( $22\frac{1}{2}$  degrees) abaft the beam on their respective sides.

(b) To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the lights they respectively contain, and shall be provided with proper screens.

**Rule 7**

Power-driven vessels of less than 40 tons, vessels under oars or sails of less than 20 tons, and rowing boats, when under way shall not be required to carry the lights mentioned in Rule 2, but if they do not carry them they shall be provided with the following lights:—

(a) Power-driven vessels of less than 40 tons, except as provided in section 4(b), shall carry:—

- (i) In the forepart of the vessel, where it can best be seen, and at a height above the gunwale of not less than 9 feet, a bright white light constructed and fixed as prescribed in Rule 2(a) (i) and of such a character as to be visible at a distance of at least 3 miles.
- (ii) Green and red sidelights constructed and fixed as prescribed in Rule 2(a) (iv) and (v), and of such a character as to be visible at a distance of at least 1 mile, or a combined lantern showing a green light and a red light from right ahead to 2 point ( $22\frac{1}{2}$  degrees) abaft the beam on their respective sides. Such lantern shall be carried not less than 3 feet below the white light.

(b) Small power-driven boats, such as are carried by seagoing vessels, may carry the white light at a less height than 9 feet above the gunwale, but it shall be carried above the sidelights or the combined lantern mentioned in sub-section (a) (ii).

(c) Vessels of less than 20 tons, under oars or sails, except as provided in section (d), shall, if they do not carry the sidelights, carry where it can best be seen a lantern showing a green light on one side and a red light on the other, of such a character as to be visible at a distance of at least 1 mile, and so fixed that the green light shall not be seen on the port side, nor the red light on the starboard side. Where it is not possible to fix this light, it shall be kept ready for immediate use and shall be exhibited in sufficient time to prevent collision and so that the green light shall not be seen on the port side nor the red light on the starboard side.

(d) Small rowing boats, whether under oars or sail, shall only be required to have ready at hand an electric torch or a lighted lantern showing a white light, which shall be exhibited in sufficient time to prevent collision.

(e) The vessels and boats referred to in this Rule shall not be required to carry the lights or shapes prescribed in Rules 4(a) and 11(e).

**Rule 8**

(a) (i) Sailing pilot-vessels, when engaged on their station on pilotage duty and not at anchor, shall not show the lights prescribed for other vessels but shall carry a white light at the masthead visible all round the horizon at a distance of at least 3 miles, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed 10 minutes.

(ii) On the near approach of or to other vessels they shall have their sidelights lighted ready for use and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side, nor the red light on the starboard side.

(iii) A sailing pilot-vessel of such a class as to be obliged to go along-side of a vessel to put a pilot on board may show the white light instead of carrying it at the masthead and may, instead of the sidelights above mentioned, have at hand ready for use a lantern with a green glass on the one side and a red glass on the other to be used as prescribed above.

(b) A power-driven pilot-vessel when engaged on her station on pilotage duty and not at anchor shall, in addition to the lights and flares required for sailing pilot-vessels, carry at a distance of 8 feet below her white masthead light a red light visible all round the horizon at a distance of at least 3 miles, and also the sidelights required to be carried by vessels when under way. A bright intermittent all round white light may be used in a place of a flare.

(c) All pilot-vessels, when engaged on their stations on pilotage duty and at anchor, shall carry the lights and show the flares prescribed in sections (a) and (b), except that the sidelights shall not be shown. They shall also carry the anchor light or lights prescribed in Rule 11.

(d) All pilot-vessels, whether at anchor or not at anchor, shall, when not engaged on their stations on pilotage duty, carry the same lights as other vessels of their class and tonnage.

## Rule 9

(a) Fishing vessels when not fishing shall carry the lights or shapes prescribed for similar vessels of their tonnage. When fishing they shall show only the lights or shapes prescribed by this Rule, which lights or shapes, except as otherwise provided, shall be visible at a distance of at least 2 miles.

(b) Vessels fishing with trolling (towing) lines, shall show only the lights prescribed for a power-driven or sailing vessel under way as may be appropriate.

(c) Vessels fishing with nets or lines, except trolling (towing) lines, extending from the vessel not more than 500 feet horizontally into the seaway shall show, where it can best be seen, one all round white light and in addition, on approaching or being approached by another vessel, shall show a second white light at least 6 feet below the first light and at a horizontal distance of at least 10 feet away from it (6 feet in small open boats) in the direction in which the outlying gear is attached. By day such vessels shall indicate their occupation by displaying a basket where it can best be seen; and if they have their gear out while at anchor, they shall, on the approach of other vessels, show the same signal in the direction from the anchor ball towards the net or gear.

(d) Vessels fishing with nets or lines, except trolling (towing) lines, extending from the vessel more than 500 feet horizontally into the seaway shall show, where they can best be seen, three white lights at least 3 feet apart in a vertical triangle visible all round the horizon. When making way through the water, such vessels shall show the proper coloured sidelights but when not making way they shall not show them. By day they shall show a basket in the forepart of the vessel as near the stem as possible not less than 10 feet above the rail; and, in addition, where it can best be seen, one black conical shape, apex upwards. If they have their gear out while at anchor they shall, on the approach of other vessels, show the basket in the direction from the anchor ball towards the net or gear.

(e) Vessels when engaged in trawling, by which is meant the dragging of a dredge net or other apparatus along or near the bottom of the sea, and not at anchor:—

(i) If power-driven vessels, shall carry in the same position as the white light mentioned in Rule 2(a) (i) a tri-coloured lantern, so constructed and fixed as to show a white light from right ahead to 2 points ( $22\frac{1}{2}$  degrees) on each bow, and a green light and a red light over an arc of the horizon from 2 points ( $22\frac{1}{2}$  degrees) on each bow to 2 points ( $22\frac{1}{2}$  degrees) abaft the beam on the starboard and port sides, respectively; and not less than 6 nor more than 12 feet below the tri-coloured lantern a white light in a lantern, so constructed as to show a clear, uniform, and unbroken light all round the horizon. They shall also show the stern light specified in Rule 10(a).

(ii) If sailing vessels, shall carry a white light in a lantern so constructed as to show a clear, uniform, and unbroken light all round the horizon, and shall also, on the approach of or to other vessels show, where it can best be seen, a white flare-up light in sufficient time to prevent collision.

(iii) By day, each of the foregoing vessels shall show, where it can best be seen, a basket.

(f) In addition to the lights which they are by this Rule required to show vessels fishing may, if necessary, in order to attract attention of approaching vessels, show a flare-up light. They may also use working lights.

(g) Every vessel fishing, when at anchor, shall show the lights or shape specified in Rule 11(a), (b) or (c); and shall, on the approach of another vessel or vessels, show an additional white light at least 6 feet below the forward anchor light and at a horizontal distance of at least 10 feet away from it in the direction of the outlying gear.

(h) If a vessel when fishing becomes fast by her gear to a rock or other obstruction she shall in daytime haul down the basket required by sections (c), (d) or (e) and show the signal specified in Rule 11(c). By night she shall show the light or lights specified in Rule 11(a) or (b). In fog, mist, falling snow, heavy rainstorms or any other condition similarly restricting visibility, whether by day or by night, she shall sound the signal prescribed by Rule 15(c) (v), which signal shall also be used, on the near approach of another vessel, in good visibility.

NOTE.—For fog signals for fishing vessels, see Rule 15(c) (ix).

**Rule 10**

(a) A vessel when under way shall carry at her stern a white light, so constructed that it shall show an unbroken light over an arc of the horizon of 12 points of the compass (135 degrees), so fixed as to show the light 6 points (67½ degrees) from right aft on each side of the vessel, and of such a character as to be visible at a distance of at least 2 miles. Such light shall be carried as nearly as practicable on the same level as the sidelights.

**NOTE.**—For vessels engaged in towing or being towed, see Rules 3(b) and 5.

(b) In a small vessel, if it is not possible on account of bad weather or other sufficient cause for this light to be fixed, an electric torch or a lighted lantern shall be kept at hand ready for use and shall, on the approach of an overtaking vessel, be shown in sufficient time to prevent collision.

(c) A seaplane on the water when under way shall carry on her tail a white light, so constructed as to show an unbroken light over an arc of the horizon of 140 degrees of the compass, so fixed as to show the light 70 degrees from right aft on each side of the seaplane, and of such a character as to be visible at a distance of at least 2 miles.

**Rule 11**

(a) A vessel under 150 feet in length, when at anchor, shall carry in the forepart of the vessel, where it can best be seen, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least 2 miles.

(b) A vessel of 150 feet or upwards in length, when at anchor, shall carry in the forepart of the vessel, at a height of not less than 20 feet above the hull, one such light, and at or near the stern of the vessel and at such a height that it shall be not less than 15 feet lower than the forward light, another such light. Both these lights shall be visible all round the horizon at a distance of at least 3 miles.

(c) Between sunrise and sunset every vessel when at anchor shall carry in the forepart of the vessel, where it can best be seen, one black ball not less than 2 feet in diameter.

(d) A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations, when at anchor, shall carry the lights or shapes prescribed in Rule 4(c) in addition to those prescribed in the appropriate preceding sections of this Rule.

(e) A vessel aground shall carry by night the light or lights prescribed in sections (a) or (b) and the two red lights prescribed in Rule 4(a). By day she shall carry, where they can best be seen, three black balls, each not less than 2 feet in diameter, placed in a vertical line one over the other, not less than 6 feet apart.

(f) A seaplane on the water under 150 feet in length, when at anchor, shall carry, where it can best be seen, a white light, visible all round the horizon at a distance of at least 2 miles.

(g) A seaplane on the water 150 feet or upwards in length, when at anchor, shall carry, where they can best be seen, a white light forward and a white light aft, both lights visible all round the horizon at a distance of at least 3 miles; and, in addition, if the seaplane is more than 150 feet in span, a white light on each side to indicate the maximum span, and visible, so far as practicable, all round the horizon at a distance of 1 mile.

(h) A seaplane aground shall carry an anchor light or lights as prescribed in sections (f) and (g), and in addition may carry two red lights in a vertical line, at least 3 feet apart, so placed as to be visible all round the horizon.

**Rule 12**

Every vessel or seaplane on the water may, if necessary in order to attract attention, in addition to the lights which she is by these Rules required to carry, show a flare-up light or use a detonating or other efficient sound signal that cannot be mistaken for any signal authorised elsewhere under these Rules.

**Rule 13**

(a) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for ships of war, for vessels sailing under convoy, or for seaplanes on the water; or with the exhibition of recognition signals adopted by

shipowners, which have been authorised by their respective Governments and duly registered and published.

(b) Whenever the Government concerned shall have determined that a naval or other military vessel or waterborne seaplane of special construction or purpose cannot comply fully with the provisions of any of these Rules with respect to the number, position, range or arc of visibility of lights or shapes, without interfering with the military function of the vessel or seaplane, such vessel or seaplane shall comply with such other provisions in regard to the number, position, range or arc of visibility of lights or shapes as her Government shall have determined to be the closest possible compliance with these Rules in respect of that vessel or seaplane.

#### Rule 14

A vessel proceeding under sail, when also being propelled by machinery, shall carry in the daytime forward, where it can best be seen, one black conical shape, point upwards, not less than 2 feet in diameter at its base.

#### Rule 15

(a) A power-driven vessel shall be provided with an efficient whistle, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog-horn, to be sounded by mechanical means, and also with an efficient bell. A sailing vessel of 20 tons or upwards shall be provided with a similar fog-horn and bell.

(b) All signals prescribed by this Rule for vessels under way shall be given:—

- (i) by power-driven vessels on the whistle;
- (ii) by sailing vessels on the fog-horn;
- (iii) by vessels towed on the whistle or fog-horn.

(c) In fog, mist, falling snow, heavy rainstorms, or any other condition similarly restricting visibility, whether by day or night, the signals prescribed in this Rule shall be used as follows:—

- (i) A power-driven vessel making way through the water, shall sound at intervals of not more than 2 minutes a prolonged blast.
- (ii) A power-driven vessel under way, but stopped and making no way through the water, shall sound at intervals of not more than 2 minutes two prolonged blasts, with an interval of about 1 second between them.
- (iii) A sailing vessel under way shall sound, at intervals of not more than 1 minute, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.
- (iv) A vessel when at anchor shall at intervals of not more than 1 minute ring the bell rapidly for about 5 seconds. In vessels of more than 350 feet in length the bell shall be sounded in the forepart of the vessel, and in addition there shall be sounded in the after part of the vessel, at intervals of not more than 1 minute for about 5 seconds, a gong or other instrument, the tone and sound of which cannot be confused with that of the bell. Every vessel at anchor may in addition, in accordance with Rule 12, sound three blasts in succession, namely, one short, one prolonged, and one short blast, to give warning of her position and of the possibility of collision to an approaching vessel.
- (v) A vessel when towing, a vessel engaged in laying or in picking up a submarine cable or navigation mark, and a vessel under way which is unable to get out of the way of an approaching vessel through being not under command or unable to manoeuvre as required by these Rules shall, instead of the signals prescribed in sub-sections (i), (ii) and (iii) sound, at intervals of not more than 1 minute, three blasts, in succession, namely, one prolonged blast followed by two short blasts.
- (vi) A vessel towed, or, if more than one vessel is towed, only the last vessel of the tow, if manned, shall, at intervals of not more than 1 minute, sound four blasts in succession, namely, one prolonged blast followed by three short blasts. When practicable, this signal shall be made immediately after the signal made by the towing vessel.



- (vii) A vessel aground shall give the signal prescribed in sub-section (iv) and shall, in addition, give three separate and distinct strokes on the bell immediately before and after each such signal.
- (viii) A vessel of less than 20 tons, a rowing boat, or a seaplane on the water, shall not be obliged to give the above-mentioned signals, but if she does not, she shall make some other efficient sound signal at intervals of not more than .1 minute.
- (ix) A vessel when fishing, if of 20 tons or upwards, shall at intervals of not more than 1 minute, sound a blast, such blast to be followed by ringing the bell; or she may sound, in lieu of these signals, a blast consisting of a series of several alternate notes of higher and lower pitch.

#### Rule 16

*Speed to be moderate in fog etc.*

(a) Every vessel, or seaplane when taxing on the water, shall, in fog, mist, falling snow, heavy rainstorms or any other condition similarly restricting visibility, go at a moderate speed, having careful regard to the existing circumstances and conditions.

(b) A power-driven vessel hearing, apparently forward of her beam, the fog-signal of a vessel the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

### PART C—STEERING AND SAILING RULES

#### PRELIMINARY

1. In obeying and construing these Rules, any action taken should be positive, in ample time, and with due regard to the observance of good seamanship.

2. Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

3. Mariners should bear in mind that seaplanes in the act of landing or taking off, or operating under adverse weather conditions, may be unable to change their intended action at the last moment.

#### Rule 17

When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows:—

- (a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.
- (b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.
- (c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.
- (d) When both are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.
- (e) A vessel which has the wind aft shall keep out of the way of the other vessel.

#### Rule 18

(a) When two power-driven vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other. This Rule only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two vessels which must, if both keep on their respective courses, pass clear of each other. The only cases to which it does apply are when each of two vessels is end on, or nearly end on, to the other; in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own; and by night, to cases in which each vessel is in such a position as to see both the sidelights of the other. It does not apply, by day, to cases in which a vessel sees another ahead

crossing her own course; or, by night, to cases where the red light of one vessel is opposed to the red light of the other or where the green light of one vessel is opposed to the green light of the other or where a red light without a green light or a green light without a red light is seen ahead, or where both green and red lights are seen anywhere but ahead.

(b) For the purposes of this Rule and Rules 19 to 20 inclusive, except Rule 20(b), a seaplane on the water shall be deemed to be a vessel, and the expression "power-driven vessel" shall be construed accordingly.

#### Rule 19

When two power-driven vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

#### Rule 20

(a) When a power-driven vessel and a sailing vessel are proceeding in such direction as to involve risk of collision, except as provided in Rules 24 and 26, the power-driven vessel shall keep out of the way of the sailing vessel.

(b) A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, she shall comply with these Rules.

#### Rule 21

Where by any of these Rules one of two vessels is to keep out of the way, the other shall keep her course and speed. When, from any cause, the latter vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision (see Rules 27 and 29).

#### Rule 22

Every vessel which is directed by these Rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

#### Rule 23

Every power-driven vessel which is directed by these Rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

#### Rule 24

(a) Notwithstanding anything contained in these Rules, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

(b) Every vessel coming up with another vessel from any direction more than 2 points (22½ degrees) abaft her beam, i.e. in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's sidelights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these Rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

(c) If the overtaking vessel cannot determine with certainty whether she is forward of or abaft this direction from the other vessel, she shall assume that she is an overtaking vessel and keep out of the way.

#### Rule 25

(a) In a narrow channel every power-driven vessel when proceeding along the course of the channel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

(b) Whenever a power-driven vessel is nearing a bend in a channel where a power-driven vessel approaching from the other direction cannot be seen, such vessel, when she shall have arrived within one-half mile of the bend, shall give a signal by one prolonged blast of her whistle, which signal shall be answered by a similar blast given by any approaching power-driven vessel that may be within hearing around the bend. Regardless of whether an approaching vessel on the farther side of the bend is heard, such bend, shall be rounded with alertness and caution.

**Rule 26**

All vessels not engaged in fishing shall, when under way, keep out of the way of any vessels fishing with nets or lines or trawls. This Rule shall not give to any vessel engaged in fishing the right of obstructing a fairway used by vessels other than fishing vessels.

**Rule 27**

In obeying and construing these Rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances, including the limitations of the craft involved, which may render a departure from the above Rules necessary in order to avoid immediate danger.

**PART D.—MISCELLANEOUS.****Rules 28**

(a) When vessels are in sight of one another, a power-driven vessel under way, in taking any course authorised or required by these Rules, shall indicate that course by the following signals on her whistle, namely:—

One short blast to mean "I am altering my course to starboard".

Two short blasts to mean "I am altering my course to port".

Three short blasts to mean "My engines are going astern".

(b) Whenever a power-driven vessel which, under these Rules, is to keep her course and speed, is in sight of another vessel and is in doubt whether sufficient action is being taken by the other vessel to avert collision, she may indicate such doubt by giving at least five short and rapid blasts on the whistle. The giving of such a signal shall not relieve a vessel of her obligations under Rules 27 and 29 or any other Rule, or of her duty to indicate any action taken under these Rules by giving the appropriate sound signals laid down in this Rule.

(c) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any nation with respect to the use of additional whistle signals between ships of war or vessel sailing under convoy.

**Rule 29**

Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

**Rule 30***Reservation of Rules for Harbours and Inland Navigation*

Nothing in these Rules shall interfere with the operation of a special rule duly made by local authority relative to the navigation of any harbour, river, lake, or inland water, including a reserved seaplane area.

**Rule 31***Distress Signals*

When a vessel or seaplane on the water is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, namely:—

(a) A gun or other explosive signal fired at intervals of about a minute.

(b) A continuous sounding with any fog-signal apparatus.

(c) Rockets or shells, throwing red stars fired one at a time at short intervals.

(d) A signal made by radiotelegraphy or by any other signalling method consisting of the group.....in the Morse Code.

(e) A signal sent by radiotelephony consisting of the spoken word "Mayday".

(f) The International Code Signal of distress indicated by N.C.

(g) A signal consisting of a square flag having above or below it a ball or anything resembling a ball.

(h) Flames on the vessel (as from a burning tar barrel, oil barrel, etc.).

(i) A rocket parachute flare showing a red light.

The use of any of the above signals, except for the purpose of indicating that a vessel or a seaplane is in distress, and the use of any signals which may be confused with any of the above signals, is prohibited.

NOTE.—A radio signal has been provided for use by vessels in distress for the purpose of actuating the auto-alarms of other vessels and thus securing attention to distress calls or messages. The signal consists of a series of twelve dashes, sent in 1 minute, the duration of each dash being 4 seconds, and the duration of the interval between two consecutive dashes 1 second.

#### Rule 32.

All orders to helmsmen shall be given in the following sense: right rudder or starboard to mean "put the vessel's rudder to starboard"; left rudder or port to mean "put the vessel's rudder to port".

### APPENDIX F

#### PILOT SIGNALS

The following signals, when used or displayed together or separately, shall be deemed to be signals for a pilot:—

*In the daytime.*

1. The International Code Signal G signifying "I require a pilot".
2. The International Code Signal PT signifying "I require a pilot".
3. The Pilot Jack hoisted at the force.

*At night.*

1. The pyrotechnic light, commonly known as a blue light, every fifteen minutes.
2. A bright white light, flashed or shown at short or frequent intervals just above the bulwarks for about a minute at a time.
3. The International Code Signal PT by flashing.

If a master of a vessel uses or displays, or causes or permits any person under his authority to use or display, any of the pilot signals for any other purpose than that of summoning a pilot, or uses or causes or permits any person under his authority to use any other signal for a pilot, he shall for each offence be liable to a fine not exceeding twenty pounds. [Merchant Shipping Act, 1894, Section 615(3).]

### APPENDIX G

#### SEA SERVICE REQUIRED TO QUALIFY FOR EXAMINATION FOR CERTIFICATES OF COMPETENCY

The following is a condensed statement of the sea service required to qualify in each of the various grades of Certificates of Competency. Where service as an officer is required it is shown in tabular form. The letter F is used as denoting foreign-going and H as denoting home trade; thus, 1½F in the first column of the table showing the officer's service for a First Mate's Certificate means 1½ years service in foreign-going ships; Mate H in the last column means Mate of a home trade ship; and so on.

A candidate for sailing ship endorsement must show that at least 12 months of his service has been spent in square rigged sailing ships.

#### CERTIFICATE FOR FOREIGN-GOING SHIPS

##### *Second Mate (Foreign-Going)*

- Minimum age, 20 years.
- Minimum sea service 4F. or 6H.
- No officer's service required.

##### *First Mate (Foreign-going)*

- Minimum age, 21½ years.
- Minimum sea service, 5½F. or 8½H.

Officer's Service as follows:—

Years	Lowest Capacity	Lowest certificate required
1½F.	Third of 3 watchkeeping officers or	2nd Mate F.
2 1/4H.	First Mate	2nd Mate F.

NOTE.—In certain circumstances service as second or third Mate in the Home Trade may be accepted (see Rule 38).

*Master (Foreign-going)*

Minimum age, 23 years.

Minimum sea service, .7F. or 10½H.

Officer's service as follows:—

Years	Lowest capacity	Lowest certificate required.
1½F	First watchkeeping officer (next in seniority to master). or	1st Mate F.
1 3/4F	First watch-keeping officer (not next in seniority to Master) . or	1st Mate F.
2 1/4H	First Mate . . . . .	1st Mate F.
1 3/4F	Second of 2 watchkeeping officers . . . . . or	1st Mate F.
2F	Second or Third of 3 or more watchkeeping officers . . . . . or	1st Mate F.
3H	Master . . . . .	2nd Mate F. or Master H for one year of such service.

NOTE.—In certain circumstances service as Second or Third Mate in the Home Trade may be accepted (see rule 38).

CERTIFICATES FOR HOME TRADE SHIPS

The service required for these certificates may have been performed either in Home Trade or in foreign-going ships.

*Mate (Home Trade)*

Minimum age, 20 years.

Minimum sea service 4 years.

No officer's service required.

*Master (Home Trade)*

Minimum age, 23 years.

Minimum sea service 5 years.

Officer's service as follows:—

Years	Lowest Capacity	Lowest certificate required
1H	1st Mate . . . . . Or	Mate H. or 2nd Mate F.
1½H.	2nd Mate in charge of watch . Or	Ditto
1½F. or 2½H	3rd Mate in charge of watch .	Ditto

## APPENDIX H

## SPECIMEN CERTIFICATE OF WATCHKEEPING SERVICE

*For a First Mate's or Master's Certificate*

This is to certify that ..... has served on the s.s. ....  
 from ..... to ..... in the capacity of (1st) (2nd) (3rd) Watch-keeping  
 officer. During this time ..... was an officer in (Full) (effective)  
 charge of a watch for eight hours out of every twenty-four hours at sea, except as  
 stated below.

• Watches were not doubled at any time during the voyage.\*

Watches were doubled between the following dates and at no other times.....  
 ..... During this time ..... server as the (†Senior) of two  
 (Junior)

• Bridge-keeping Officers‡.

An entry to this effect has been made in the Mate's log.

Signature of Master.....

## APPENDIX I

LIST OF TRAINING SHIPS AND SCHOOLS OF NAUTICAL TRAINING WHICH  
HAVE BEEN APPROVED

## A. Approved training ships qualifying for remission of sea service under rule 51.

T. S. "DUFFERIN".

H. M. S. "WORCESTER".

T. S. "MERCURY".

H. M. S. "CONWAY".

Half time to count up to a maximum of twelve months T. S. "ARETHUSA".

Half time to count up to a maximum of six months.

B. Approved residential Schools on shore qualifying for remission of sea  
service under rule 52(i).

South African Nautical College, General Botha.

Pangbourne:—Nautical College, Pangbourne, Berks.

Elgin:—Gordonstoun School, Elgin, Morayshire. Half time to count up to a  
 maximum of twelve months.

Liverpool:—Indefatigable and National Sea Training School for Boys, Liver-  
 pool. Half time to count up to a maximum of six months.

Southampton:—School of Navigation, University College, Warsash, Southamp-  
 ton. Full time to count up to a maximum of nine months.

C.—Approved Cadet courses at Technical Schools Qualifying for Remission of  
Sea Service under Rule 52 (ii).

Aberdeen:—Robert Gordon's College, School Hill, Aberdeen.

Cardiff:—Smith Junior Nautical School, Cardiff; Cardiff Technical College,  
 Cathay's Park, Cardiff.

Hull:—Kingston-upon-Hull High School for Nautical Training, Boulevard,  
 Hull; Trinity House Navigation Schools, Hull.

Glasgow:—Royal Technical College, George Street, Glasgow.

Greenock:—Watt Memorial School, Dalrymple Street, Greenock.

Leith:—Leith Nautical College, Commercial Street, Leith.

Lewis:—Aird Public School, Lewis. (For Home Trade Certs only).

Liverpool:—City of Liverpool Technical College, Nautical College Department  
 Clarence Street, Liverpool, 3.

\*London:—King Edward VII Nautical College, 680 Commercial Road, E. 14;  
 London Nautical School (Rotherhithe), Broadwall, Blackfriars, S. E. 1.

\* Delete this paragraph if watches were doubled at any time during the voyage.

† Strick out the words that do not apply.

‡ Delete this paragraph if watches were not doubled at any time during the voyage.

**South Shields:**—The South Shields Marine and Technical College, Ocean Road, South Shields.

**Plymouth:**—The Plymouth and Devonport Technical College, Plymouth.

Half time to count in each case up to a maximum allowance of six months.

*D. Approved senior courses in Navigation qualifying for Remission of Sea Service under Rule 52(iii).*

**Aberdeen:**—Robert Gordon's College, School Hill, Aberdeen.

**Bombay:**—Nautical and Engineering College, Bombay.

**Bristol:**—Merchant Venturers Technical College, Bristol.

**Cardiff:**—Cardiff Technical College, Cathay's Park, Cardiff.

**Dundee:**—Dundee Technical College, Bell Street, Dundee.

**Fleetwood:**—Fleetwood Navigation School, Station Road, Fleetwood.

**Glasgow:**—Royal Technical College, George Street, Glasgow.

**Hull:**—Kingston-upon-Hull Nautical College, Boulevard, Hull; Trinity House Navigation Schools, Hull.

**Leith:**—Leith Nautical College, Commercial Street, Leith.

**Liverpool:**—Liverpool, Technical College, Central Technical School, Byrom Street, Liverpool.

**London:**—King Edward VII Nautical College, 680 Commercial Road, E. 1.

**Plymouth:**—Plymouth Municipal Technical College, Plymouth.

**South Shields:**—The South Shields Marine and Technical College, Ocean Road.

**Southampton:**—School of Navigation, University College, Southampton.

Half time to count in each case up to a maximum allowance of three months.

\*An additional two weeks is allowed for each term in residence at the College.

#### APPENDIX J

ORDERS IN COUNCIL PROVIDING THAT COMMONWEALTH AND COLONIAL CERTIFICATES OF COMPETENCY AS MASTER OR MATE HAVE THE SAME FORCE AS THOSE GRANTED BY THE MINISTER OF TRANSPORT

NOTE:—With the exception of those made after 1906 all of the Orders in Council enumerated below were consolidated and superseded by an Order in Council dated 9th May, 1891, which was subsequently amended by an Order in Council of 22nd October, 1906, and by Orders of 11th October, 1923, and 11th August, 1931, relating to Australia, remains in force.

Territory	Certificates		Date of Original Order in Council	Date from which Order in Council takes effect
	By whom granted in Territory	Description		
†Victoria	*Marine Board	Master ; 1st Mate ; Only Mate ; 2nd Mate.	30 Mar. 1871	4 Jan. 1870.
Canada	The Minister of Marine and Fisheries.	Master ; 1st Mate ; Only Mate ; 2nd Mate.	19 Aug. 1871	19 Aug. 1871.
New Zealand	Marine Deptt.	Master ; 1st Mate ; Only Mate ; 2nd Mate.	9 Aug. 1872	1 May 1872.
†New South Wales.	†Department of Navigation.	Master ; 1st Mate ; 2nd Mate.	30 Aug. 1873	18 June 1872.
†South Australia	Marine Board	Master ; 1st Mate ; Only Mate ; 2nd Mate.	12th May, 1874	12 May, 1874.

Territory	Certificates			
	By whom granted in Territory.	Description	Date of Original Order in Council.	Date from which Order in Council takes effect.
†Tasmania	Governor	Master ; 1st Mate ; Only Mate ; 2nd Mate.	12 Feb. 1876	17 Apr. 1876.
‡Bengal	Lieutenant-Governor.	Master ; 1st Mate ; Only Mate ; 2nd Mate.	27 June 1876	27 June, 1876.
Newfoundland	Governor	Master ; 1st Mate ; Only Mate ; 2nd Mate.	14 May, 1877	14 May, 1877.
§Bombay	Governor	Master ; 1st Mate ; Only Mate ; 2nd Mate.	11 July, 1877	11 July, 1877-
Queensland	Marine Board	Master ; 1st Mate ; 2nd Mate.	26 Mar. 1878	1 Oct. 1877.
Australia	Department of Trade and Customs.	Master ; 1st Mate ; 2nd Mate.	11 Oct. 1923	1 Oct. 1923-
South Africa	Department of Customs and Excise.	Master ; 1st Mate ; Only Mate ; 2nd Mate.	11 Aug. 1931	1 July 1928.
India	¶Department of Commerce.	Master ; 1st Mate ; 2nd Mate.	17 Dec. 1931	1 Apr. 1929.
Hong Kong	Governor	Master, 1st Mate ; Only Mate ; 2nd Mate.	31 Dec. 1883	1 Jan. 1884.
Straits Settlements	Government of Singapore.	Master ; 1st Mate ; 2nd Mate.	1 May, 1890	1 June, 1890.

\*The Steam Navigation Board was superseded by the Marine Board on the 21st December, 1888. See Order in Council of 23rd November, 1893.

†The Marine Board was superseded by the Department of Navigation on the 17th March, 1900.

‡The issue of certificates of Imperial validity by the Governments of the separate States of the Commonwealth of Australia ceased on the 1st October, 1923, the date on which the issue of such certificates was undertaken by the Commonwealth Governments.

§The issue of certificates of Imperial validity by the Provincial Government of Bengal and Bombay ceased on the 1st April, 1929, the date on which the issue of such certificates was taken over by the Government of India.

||The issue of certificates was transferred to the Department of Shipping and Transport in 1930.

¶The issue of certificates was transferred to the Ministry of Transport on the 1st February, 1951.

NOTE.—The Orders in Council giving Imperial validity to certificates of competency issued in Malta and Mauritius were revoked by an Order in Council dated 18th August, 1916.

## APPENDIX K

### SPECIMEN EXAMINATION PAPERS

The following are specimen sets of Examination papers for all grades of Foreign-going and Home Trade Certificates of Competency.

The following terms when used in these papers have the meanings shown :—

- "D. R. Position" is that obtained by allowing for courses and distances only.
- "Estimated position (E. P.)" is that obtained by allowing for courses and distance\* and for leeway and current, if any.
- "Chosen position" is a position used for calculating an intercept of a heavenly body.
- "Intercept terminal point" is the point on the position line at the end of the intercept.



(e) "Sextant altitude" is that read off a particular sextant.

(f) "Observed altitude" is the sextant altitude corrected for index error, if any.

All courses and bearings are given in  $360^\circ$  notation with letters C., M., T., for compass, magnetic and true respectively.

#### SPECIMEN SET OF PAPERS FOR SECOND MATE (FOREIGN-GOING)

#### GENERAL SHIP KNOWLEDGE

##### Paper 1 (3 Hours)

1. A class 1A wooden lifeboat measures  $26'3 \times 7'6 \times 3'2$ . Find the maximum number of persons she may be certified to carry.

2. The following cargo is stowed in No. 1. L.II. From the information given find the total space occupied by it and also its dead-weight in tons.

(i) 300 tons of machinery in cases at 40 cu. ft. per ton.

(ii) 57 cases of motor cars,  $12' \times 7' \times 4'3$  each and stowage factor 201 cu. ft. per ton.

(iii) 200 rolls of coir matting each roll measuring length 40", diameter 32", stowage factor 97 cu. ft. per ton.

3. (a) Draw a sketch of a common type of cowl ventilator fitted on board a ship to ventilate a lower hold as well as a Tween Deck.

(b) Show in the above sketch how the wind is circulated when the ventilator is (i) on the wind (ii) off the wind.

4. Define the following terms :—

(i) Centre of Gravity (ii) Centre of Buoyancy and (iii) Metacentre.

5. Describe fully the procedure for making the oil tanks in a tanker gas free.

6. Describe briefly :—

(i) Breast-Hook (ii) Blank flange (iii) Deadwood (iv) Cofferdam (v) Safety lamp.

7. What general precautions would you take when loading a cargo of coal ?

8. How would you stow a cargo of tram lines for a sea voyage from America to India ?

#### MATHEMATICS

##### Paper 2 (2 Hours)

Twenty five marks are allotted to each question and six questions only are to be answered.

1. Solve the following equation.

$$6x^2 - 34x + 44 = 0$$

2. The dimensions of a block of metal are 1.237 ; 0.659 ; 0.484 meters respectively, and the weight of a cubic centimeter is 8.465 grams. Find the weight of the block in kilograms. Use logarithms to the base 10.

3. In a plane triangle ABC, angle B =  $54^\circ$ , angle A =  $78^\circ$ . If the bisector of angle C cuts AB at X, show that CA = CX.

4. Prove :—

$$\frac{\tan^2 A - \cot^2 A}{1 + \cot^2 A} = \frac{\sin^2 A - \cos^2 A}{\cos^2 A}$$

5. In the spherical triangle ABC, angle A =  $85^\circ$ , angle B =  $90^\circ$ , angle C =  $85^\circ$ . Find the hypotenuse.

6. Draw a graph for the equation  $\sin A + \cos A = Y$ , when A =  $0^\circ, 10^\circ, 20^\circ, 30^\circ, 40^\circ, 50^\circ$  and  $60^\circ$ . Find the value of A when Y is maximum.

7. Calculate the diameter of a solid ball of cast iron whose weight is 90 lbs. Cast iron weight 0.26 lbs. per cubic inch.

#### PRACTICAL NAVIGATION

##### Paper 3 (3 Hours)

1. From the following particulars of an observation of the sun's upper limb, near the meridian, required the direction of the position line and the latitude in which it crosses the D.R. Longitude :—

Date at ship 8th January, 1952. D.R. position  $30^\circ 10' \text{ N.}, 178^\circ 56' \text{ E.}$ , sextant altitude  $37^\circ 31'$  I.E. Nil, height of eye 21 feet. Chronometer time 00h. 00m. 12s. Error on G.M.T. 10m. 12s. fast.

2. At about 0924 hours on 30th August, 1952, at ship in D.R. position  $13^{\circ}11'N.$ ,  $47^{\circ}10'E.$  the sextant altitude of the sun's lower limb was  $53^{\circ}34'$ , I.E.  $2'$  off the arc. Height of eye 56 feet. Chronometer time 06h. 24m. 40s. Error on G.M.T. 00m. 19s. fast. Vessel then steamed  $078^{\circ}T.$  at 16 knots to apparent noon, when observed meridian altitude of the sun's lower limb was  $85^{\circ}37'.$  Required the position of the ship at noon.

3. On the morning of 22nd March, 1952, at ship in Longitude  $55^{\circ}52'E.$ , the sextant meridian altitude of star RASALHAGUE (46) was  $75^{\circ}43'.$  N. I.E.,  $2'$  on the arc. Height of eye 30 ft. Find the Latitude.

4. On the morning of 5th April, 1952, in D.R.  $07^{\circ}40'N$   $76^{\circ}46'E$  the bearing of star FOMALHAUT (56) was  $129^{\circ}C.$  Chronometer time  $11^{\circ}48^m$  40s, chronometer error  $02^m$  14s. slow on G.M.T. Find the true bearing of the star, the error of the compass and the deviation. Variation  $4^{\circ}W.$

5. A vessel sailed from a position in latitude  $37^{\circ}17'S.$ , on a course of  $231^{\circ}T.$ , and changed her longitude by  $17^{\circ}$ . Find by Mercator's sailing the latitude reached and the distance sailed.

### CHART WORK AND PILOTAGE

#### Paper 4 (2 hours—excluding oral questions)

Chart No. 1577—Western approaches to the Firth of Clyde.  
Deviation Card No. 5, Variation  $14^{\circ}W.$ , and Speed 12 knots throughout.

1. Find the course to steer by compass and also the distance on this course, from a position with the Rathlin o' Birne I. Lt. Ho. bearing  $071^{\circ}T.$ , distant 8 miles, to a position with Tory I. Lt. Ho. bearing  $180^{\circ}T.$ , distant 10 miles.

2. Find the course to steer by compass from a position with Tory I. Lt. Ho. bearing  $126^{\circ}T.$ , distant 7 miles to a position in latitude  $55^{\circ}53'.$  N., on the eastern limit of orsay light, allowing for a current setting  $015^{\circ}T.$ , at 1.5 knots. Also find the time it will take the ship to cover the distance between these two positions.

3. While proceeding on  $086^{\circ}C.$ , Dubh Artach (47) Lt. bore  $074^{\circ}C.$ , and after steaming for 2 hours on this course it bore  $329^{\circ}C.$  Find the position of the ship at the time of taking the 2nd bearing if a current set  $214^{\circ}T.$ , at 1.5 knots during the interval.

4. Using the following horizontal angles find the latitude and longitude of the ship :—

Crammag Head Lt. Ho.  $56^{\circ}$  Killantringham Lt. Ho.  $63^{\circ}$  Corsewall Pt. Lt. Ho. (Station Pointer may be used).

5. Find the height of tide at 0010 Burma Standard Time on 7th March, 1952 at Mergui.

6. Oral questions by the Examiner.

### PRINCIPLES OF NAVIGATION

#### Paper 5 (2 hours)

Twenty five marks are allotted to each question and six questions only are to be answered of which three must be those in Section A.

#### SECTION A

1. (a) Explain the difference between theoretical and visible sunsets ?

(b) Find the G.M.T. of theoretical sunrise in  $50^{\circ}00'N.$ ,  $45^{\circ}00'W.$  on 28th August, 1952.

2. Define :—(a) Elliptic (b) Right ascension of a heavenly body and (c) 1st point of Aries. Illustrate your answer by a diagram.

3. What do you understand by (a) Plane sailing (b) Middle latitude sailing and (c) Great circle sailing ?

#### SECTION B

4. October 27th 1952, at ship the time by chronometer for an observation of a celestial body was 27d. 04h. 47m. 51s. which was 0m. 54s. fast on noon G.M.T. on 29th May, 1952, and was 30s. slow on noon G.M.T. on 16th July, 1952. Required the G.M.T. for the observation on 27th October, 1952.

5. Explain fully what is meant by "Equation of Time".

6. Give a brief description of the following (a) Date line, (b) Lunation, (c) Parallax, (d) Vertex.

7. Describe the principle of a Mercator's chart.

### ENGLISH

#### Paper 6 (1 1/2 hours)

Candidates are expected to write in clear and grammatical English paying due attention to spelling, legibility and neatness.

Subject :—An essay on

“Port facilities to a deck officer obtaining in any major port you know of”

or

“Advantages and/or disadvantages of Navigational School authorities conducting Ministry of Transport examination for certificates of competency”.

SPECIMEN SET OF EXAMINATION PAPERS FOR FIRST MATE (FOREIGN-GOING)

### PRACTICAL NAVIGATION

#### Paper 1 (3 hours)

1. Find the S.M.T. of Meridian Passage of the Moon, in  $36^{\circ}15'N.$ ,  $17^{\circ}50'E.$  on 13th August 1952.
2. 19th March, 1952, ship in D.R. Position  $19^{\circ}40'N.$ ,  $89^{\circ}45'E.$ , morning twilight, Chron. Time 23 h. 56 m. 40s., error on G.M.T. 01m. 20s. slow, sextant altitude of SHAULA<sup>(45)</sup> near the meridian was  $33^{\circ}25'$ . IE. 1'.5 on the arc. Height of eye 45 ft. Find the direction of the position line and the latitude in which it crosses the D.R. Long.
3. 20th January 1952, D.R. Position,  $29^{\circ}15'N.$ ,  $136^{\circ}27'E.$ , A.M. at ship, following observations were taken. Height of eye 35 feet, obs. alt. of Moon's L.L.  $30^{\circ}02'$ . Chron. Time 23h. 14m. 40s. Error 01m. slow on G.M.T. Obs. Alt. of Sun's L.L.  $15^{\circ}43'$  Chron. Time 23h. 15m. 10s. Error 01m. slow on G.M.T. Find the ship's position.
4. Find the Great Circle distance, Initial and Final Courses from “A” to “B”, and the Latitude and Longitude of the vertex.  
     “A”  $38^{\circ}36'N.$        $126^{\circ}27'W.$   
     “B”  $14^{\circ}47'N.$        $147^{\circ}54'E.$
5. 10th May, 1952, in  $39^{\circ}00'S.$ ,  $139^{\circ}00'E.$ , the sun rose bearing  $049^{\circ}C.$  Find the deviation for the direction of the ship's head if the variation was  $16^{\circ}E.$

### CHARTWORK AND PILOTAGE

#### Paper 2 (2 hours—excluding chart orals)

Chart No. 2525 Hokianga to Tutukaka

Deviation Card No. 1, Variation  $16^{\circ}E.$ , throughout

1. Estimated position of a ship was  $34^{\circ}28'S.$ ,  $174^{\circ}23'E.$ . An observation of a heavenly body was worked from a chosen position in  $34^{\circ}25'S.$ ,  $174^{\circ}15'E.$ , and the intercept and the azimuth were ascertained as 5'.5 towards and  $080^{\circ}T.$ , respectively; and at the same time wireless bearing of Cape Reinga station was  $265^{\circ}T.$   
 Find the ship's position and the compass course to steer so as to pass 5 miles off Murinotu Lt. Ho. (326 ft.).
2. From a position with Tutukaka Hr. Lt. Ho. bearing  $270^{\circ}T.$ , an subtending a vertical extant angle of  $53^{\circ}40'$ , find the compass course, and distance on each courses to a position so as to raise Murinotu Lt.  $30^{\circ}$  on the port bow, altering course when Cape Brett Lt. Ho. bears  $276^{\circ}T.$ , distant 5 miles. Height of eye 40 feet.
3. A ship in Lat.  $34^{\circ}36'S.$ , observed Cape Maria Van Diemen Lt. Ho. in line with Cape Reinga Lt. Ho. Find the ship's position.  
 From this position find the compass course to steer so as to pass 7 miles off Cape Reinga Lt. Ho. allowing for a current setting  $250^{\circ}T.$ , at 2 knots. Ships's speed 10 knots.
4. While proceeding on  $244^{\circ}C.$ , Murinotu light just became obscured and at the same time Cape Reinga light bore  $215^{\circ}C.$  Find the ship's position.
5. Find the standard times and heights of High and Low water at Reveley Island (A.T.T. 4458) on 14th March, 1952.
6. Oral questions by the Examiner.

### SHIP CONSTRUCTION AND STABILITY

#### Paper 3 (3 hours)

1. The semi-ordinates of a ship's waterplane, twenty feet apart, commencing from the stem are :—0, 10, 13.2, 14.3, 14.3, 14.1, 11.5, 6, and 3.2 feet respectively. Find the T.P.I.
2. A vessel 410 ft. long is floating in salt water at a draught of 24 ft. 5 in. forward and 26 ft. 3 in. aft, T.P.I. 48, M.C.T. 1"=1000, C.F. amidships, C.G. of No. 1 hold 170 ft. forward of C.F., C.G. of No. 4 hold 100 ft. abaft C.F. Find the amount of cargo to be discharged from No. 1 and No. 4 holds to bring the vessel on an even keel draught of 24 ft. 6 in.
3. Sketch a ship's collision bulkhead illustrating fully the details of plating, stiffening and hull connections.

4. State the danger of "Free Surface" of liquids in a vessel. Describe the arrangements made to counteract its effects in bulk oil carriers.
5. How are the following tested for watertightness :—
  - (a) Double Bottom tanks.
  - (b) Collision Bulkhead.
  - (c) Hold Bulkheads and Decks.
6. Describe the arrangements in the construction of a ship to withstand the stresses caused by pitching and pounding.
7. Define Centre of Gravity, Transverse Metacentre and Initial Transverse Metacentric Height.

### METEOROLOGY

#### Paper 4 (2 hours)

1. Code the following, using the International Meteorological Code provided :—
  - (a) Station Report : From Colombo, Ceylon, Dew point temperature 75°F., sky completely covered, direction of wind 230°T., force 8, visibility 5 nautical miles, present weather : state of sky on the whole unchanged, past weather : mainly overcast, barometer—1007.8 millibars, dry bulb temperature 81°F.
  - (b) Ship Report : Position Lat. 19°36'N., Long. 86°18'E., G.M.T. 00.00 hrs., Thursday, 5/8 of sky covered, direction of wind 240°T., force 6 visibility 4 nautical miles, present weather: clouds generally dissolving or becoming less developed, past weather: variable sky, barometer—970 millibars, dry bulb temperature 84°F.
2. Describe the wind, weather and Barometric changes you would experience if situated to the southward of the path of a depression in the Northern Hemisphere.
3. Describe briefly Orographic Cloud and Rain and Föhn Wind.
4. Give a general description of the currents in the Strait of Gibraltar and in the Mediterranean Sea.
5. Describe a Hygrometer and state what information can be derived from it.

### SHIP MAINTENANCE, ROUTINE AND CARGO WORK

#### Paper 5 (3 hours)

1. A vessel of 3,980 tons Deadweight has on board 60 tons of stores and 430 tons of fuel and water. Her hold capacities are as follows :—

No. 1	52,550 c. ft.
No. 2	56,780 "
No. 3	53,040 "
No. 4	48,900 "

She is to be loaded with cased goods stowing at 90 and marble blocks stowing at 20 cu. ft. per ton. State the amount of cargo of each commodity you would load in each hold so as to fill the vessel and bring her down to her marks.

N. B.—The above vessel when full and completely loaded with an homogeneous cargo is in satisfactory trim.

2. From the following particulars :—

Samson post 30 feet high, derrick 32 feet long, span 20 feet long made fast to the head of the Samson post. The heel of the derrick is stepped 5 feet above the deck.

Find the thrust on the derrick and the tension on the span when a weight of 10 tons is suspended from the derrick head. Ignore weight of derrick and gear.

3. A sling of cargo 10 tons in weight is to be lifted on two hooks by two three fold purchases rove to disadvantage. Calculate the size of rope to be used.  $S.W.L. = \frac{C^3}{18}$

4. (a) How would you treat a steel deck before laying wood sheathing ?
- (b) Describe how you would re-caulk a leaking wood deck.

5. What particulars would you give when indenting for the following :—

Shackles, mooring wire, wire for mast stays, cargo gin blocks and wires for lifeboat falls

6. Your vessel is to load 6,000 tons of general cargo after discharging a full cargo of cement. Give the details of the work which should be carried out before commencing to load.

7. Define the term "Timber Deck Cargo". How would you secure a load of timber on deck ?

8. What routine inspection and care are necessary for the maintenance of a ship's steering gear in an efficient condition ?

## ELEMENTARY MAGNETISM, ELECTRICITY AND GYRO COMPASS

## Paper 6 (2 hours)

*Each question carries 25 marks*

1. Explain with the aid of diagrams the relationship between the earth's magnetism, variation and dip.
2. What effect will a disturbing force have on a magnetic compass—
  - (a) near the Poles ?
  - (b) on the Equator ?
 Give the reasons for your answers.
3. What is the relationship between current, resistance and the e.m.f. ? The terminals of a cell of e.m.f. 1.5 volts are joined together by a wire which has a resistance of 1 ohm. Calculate the current in the circuit when a resistance of 2 ohms is joined in series with the wire. Neglect the internal resistance of the cell.
4. With the aid of diagrams explain the principle of a dynamo.
5. Describe briefly the following :—  
Power, Inductance, Capacitor and Fuse.
6. State briefly how a free gyroscope may be converted into a North seeking instrument, on the earth, at the equator.

## SPECIMEN SET OF EXAMINATION PAPERS FOR MASTER (FOREIGN-GOING)

## PRACTICAL NAVIGATION

## Paper 1 (3 hours)

1. Find the Standard Times and Heights of High Water and Low Water on 4th October, 1952, at Dabo (A.T.T. 5032) and also the height of tide at 0540 hrs. on the same day.
2. Find by Great Circle Sailing—(a) initial course, (b) final course, (c) Distance and (d) course on crossing the equator, between  
 "A" in  $30^{\circ}00'N.$ ,  $153^{\circ}15'W.$  and  
 "B" in  $30^{\circ}00'S.$ ,  $80^{\circ}15'W.$
3. On 16th February, 1952, in D. R. Position  $47^{\circ}00'N.$ ,  $67^{\circ}30'W.$ , time by chronometer 08h 01m. 35s. which was correct for G.M.T., the true altitude of an unknown star was  $37^{\circ}10'$  bearing  $259^{\circ}C.$ , compass error  $14^{\circ}W.$  Identify the star.
4. Between what latitudes and upon what course, will a steamer make 32 miles of departure and  $1^{\circ}02'$  difference of longitude by steaming 50 miles ?
5. Explain how a single position line may be of use to the navigator when the ship is near the land. Illustrate your explanation by a diagram.

## MAGNETIC AND GYRO COMPASS

## Paper 2 (3 hours)

1. A ship was swung for deviation and from the observations taken the following deviations were found :—

Ship's Head by Compass	Deviation	Ship's Head by Compass	Deviation
N.	$3^{\circ}W$	S.	$5^{\circ}E$
N.E.	$5^{\circ}E$	S.W	$9^{\circ}W$
E.	$3^{\circ}W$	W.	$3^{\circ}E$
S.E.	$4^{\circ}W$	N.W.	$5^{\circ}W$

Find the value of coefficients A, B, C, D and E and thence the deviations on ship's head S.W. by W. by compass.

2. Describe the three main causes of heeling error in a magnetic compass and state how they are compensated.
3. What is "Lambda" ? State how the value of Lambda is ascertained.

With ship's head  $030^{\circ}C.$ , dev.  $4^{\circ}W.$ , time taken by a vibrating needle to make 20 vibrations on board was 40 secs., and for the same number of vibrations on shore, the time taken was 50 secs. Find the value of Lambda for this ship's heading.

4. The repulsive force between two poles is 30 dynes when they are 6 cms. apart, what is it when this distance is reduced by 2 cms.?

5. Explain briefly what effect the speed of a ship has on her gyro compass and how this is compensated.

In Lat.  $50^{\circ}00' N.$ , a ship was steaming  $348^{\circ}T.$ , at 15 kts. Find the speed error.

6. Explain (a) Gyroscopic Inertia, (b) Precession.

### SHIP CONSTRUCTION AND STABILITY

#### Paper 3 (3 hours)

1. A vessel, floating in fresh water, has a compartment of her double bottom amidships, 48 ft. long and 25 ft. broad, partially filled with salt water. The vessel's total displacement is 10,100 tons and the centre of gravity of the ship and water is 22 feet above the keel. Find the loss of metacentric height due to slack water.

2. A vessel whose form is not known has a certain draught at Madras, the sea water there being 64 lbs. per cubic foot. Off Garden Reach jetty the water is  $62\frac{1}{2}$  lbs. per cubic foot, it is noted that after 120 tons of fuel, water, etc., have been consumed on the voyage, the draught of the vessel is again what it was at Madras. What is the displacement of the vessel in salt water?

3. A rectangular shaped lighter 120 ft. long, 45 ft. broad and 11 ft. deep, floating in salt water at 4 ft. even keel, has a collision bulkhead 7 ft. from the forward end. If the side is holed below water line forward of this bulkhead, what would be the trim of the lighter in this condition.

4. (a) Define (i) Gross Tonnage. (ii) Net Tonnage.

(b) Name the spaces on board a ship which are allowed as exempted spaces in tonnage measurement.

5. Explain the reasons why a steamer assigned a load line for carrying timber deck cargoes may load to a deeper draught than a similar vessel having an ordinary load line assigned to her.

6. Describe how a stern tube is fitted in a single screw steamer, illustrate your answer with sketches.

### SHIPMASTER'S BUSINESS

#### Paper 4 (2 hours)

1. Calculate the balance of wages due to a seaman from the following particulars :—

Ordered on board 9 a.m. 20th March, 1952. Wages Rs. 75 per month. Wages on promotion from 19th June being Rs. 90 per month. Advance on joining Rs. 30. Allotment Rs. 35 per month. Cash advances: £3-10-0 at Rs. 13.5 to £1 and 8 U.S. dollars at Rs. 480 to 100 dollars. Voyage ended 19th December, 1952.

2. When is a ship considered to be a Constructive Total Loss?

3. What conditions are necessary to be fulfilled before a Notice of Readiness can be given to charterers?

4. What is the meaning of the following terms?

(a) Passenger, (b) Passenger Ship, (c) Unberthed Passenger Ship, (d) Pilgrim Ship.

5. What ships are required to maintain an Official Log Book and state what entries are required to be made in it by law?

6. Describe the procedure for entering in your ship and penalties, if any, for failing to comply with the law in this regard.

7. Under what circumstances can a master refuse to remit money home, in respect of a British seaman.

8. (i) Is the master of a ship obliged to insert any stipulation regarding allotments made by a seaman in the agreement with the crew?

(ii) With reference to allotment notes what is meant by (a) near relative (b) savings bank?

### ENGINEERING AND ELECTRONIC NAVIGATIONAL AIDS

#### Paper 5 (3 hours)

Candidates must attempt question No. 4 and of the remainder two from Section A and three from Section B (six questions in all). Each question carries 25 marks.

#### SECTION A

1. Describe how steam is raised in a Scotch boiler?

2. Explain with examples what is meant by (a) Mechanical Advantage (b) Power.

3. Describe with a diagram a refrigerating plant in which carbon dioxide and brine are used.

## SECTION B

4. A vessel steering  $090^{\circ}\text{T.}$ , at 12 knots observed an echo on her P.P. I. bearing  $037^{\circ}\text{Green.}$  range 10 miles, and 20 minutes later the same echo bore  $048^{\circ}\text{Green,}$  range 8 miles. Find by plotting, the true course and speed of the other vessel. Assume that no alteration of course or speed is made by either vessel.

5. Explain Ohm's law.

A 10 kilowatt dynamo generates current at 110 volts. How many 60 watt lamps can it light without overloading the dynamo ?

6. What is the difference between a voltmeter and an ammeter ?

7. What are the three main natural phenomena which make radar possible ?

8. Describe briefly the principle of a Thermionic valve.

## METEOROLOGY

## Paper 6 (2 hours)

1. The following is an extract from a Weather Bulletin for Shipping :—

Part I. TTT Cyclone warning Arabian Sea at twelve GMT fifteenth November aaa Cyclonic storm in East Central Arabian Sea apparently severe centred at twelve GMT fifteenth November within one degree of latitude eighteen repeat eighteen degrees north longitude sixtysix repeat sixtysix degrees east with estimated central pressure nine hundred and ninety four repeat nine hundred and ninetyfour millibars aaa May move north to northeast aaa.

Part II. Scattered showers south Arabian Sea.

Part V.

## SHIPS REPORTS

53106	75412	63005	98021	06186
53070	75312	72713	98031	07529
53172	65212	82828	15656	00381
53075	73012	42915	89011	06630

Part VI.

## STATION REPORTS

99942	84063	72702	98022	07090
	82952	80000	98022	07788
	90974	81411	96022	05584
	73155	80709	98022	06985
	63533	80507	97502	08885
99943	05777	52505	98021	06585
	10976	61409	98021	07086
	49775	83603	96506	06579
	46672	80206	96615	07873
	41875	73207	97012	06981
	35176	82911	97966	06583
	28376	32705	97011	07285
	22677	62702	99021	07086
	11749	20000	98011	06487
	31469	72911	98039	06487
99941	78047	70707	96022	08689

Part IV.

## ANALYSIS

10001	33388	01512				
89294	31866	31866	00210			
66880	31663	31866	32169	31075		
44998	31966	31766	31867	31966		
44002	32067	31965	31665	31667	31868	32067
44006	32072	32265	31862	31366	31569	32072
44008	32465	32060	31062	30568	19191	

(a) Draw the weather chart from the above showing isobars at intervals of 4 millibars.

(b) At the time of the above observations your vessel was in Lat.  $22^{\circ}00'\text{N.}$ , Long.  $63^{\circ}00'\text{E.}$  steaming  $110^{\circ}\text{T.}$ , at 9 kts.

Make a weather forecast for the next 12 hours.

N. B.—A clear language decode is not required in this question. The candidate may, if he wishes, decode and plot the information directly on the chart.

2. Describe any two of the four standard types of clouds.

## SPECIMEN SET OF EXAMINATION PAPERS FOR MATE (HOME TRADE)

## PRACTICAL NAVIGATION

## Paper 1 (3 hours)

1. On 6th June 1952 in position  $18^{\circ}00'N$ ,  $87^{\circ}30'E$ , when the correct G.M.T. was 10h. 58m 32s., the sun bore  $294^{\circ}C$ . Required the error of the compass and the deviation for the direction of the ship's head if the variation was  $1\frac{1}{2}^{\circ}W$ .
2. On 19th February, 1952 ; in Longitude  $87^{\circ}50'E$ , the sextant altitude of the sun's lower limb near the meridian was  $57^{\circ}01'$ , bearing south, height of eye 35 feet, index error  $1.5$  off the arc. Required the latitude.
3. On 27th December, 1952, in E. P.  $6^{\circ}13'N$ ,  $81^{\circ}44'E$ , when the time by chronometer which was 1m. 6s. slow on G.M.T. was 06h. 23m. 02s., the sextant altitude of the sun's lower limb near the meridian was  $60^{\circ}15'5$ , height of eye 30 feet, index error  $2.0$  on the arc. Required the direction of the position line and the latitude in which it crosses the estimated longitude.
4. On 15th April, 1952, in D. R. position  $20^{\circ}05'N$ ,  $87^{\circ}30'E$ , when the correct G.M.T. was 02h. 20m. 00s., the sextant altitude of the sun's lower limb, east of the meridian was  $33^{\circ}40'5$ , height of eye 40 feet, index error  $2.0$  on the arc. Required the direction of the position line and a position through which it passes.

## ELEMENTARY SHIP KNOWLEDGE

## Paper 2 (2 hours)

1. A vessel's mean light draught is  $8'0"$  with a displacement of 650 tons. The displacements corresponding to the mean draughts of  $9'0"$ ,  $10'0"$ ,  $11'0"$ ,  $12'0"$ ,  $13'0"$  and  $14'0"$  are 750, 850, 975, 1100, 1250 and 1400 tons respectively. Construct a displacement curve and from the curve find the following :
  - (a) Displacement at  $11'6"$  mean draught.
  - (b) Deadweight at  $13'6"$  mean draught.
2. The displacement of a vessel is 1200 tons. A weight of 20 tons already on board is lifted vertically upwards from the tank top and placed on deck. The distance between the tank top and the deck is 12 feet. Calculate the change in the position of the centre of gravity of the vessel.
3. What is the main purpose of framing in the construction of a ship ? Sketch and describe a type of framing with which you are familiar.
4. Ships are allowed to load to a deeper draught in fresh water than in salt water. Give the reason.
5. What safety measures are necessary when (a) taking off hatch beams, and (b) when placing them back in position ?

## CHARTWORK AND PILOTAGE

## Paper 3 (2 hours) (excluding oral questions)

Chart No. 824—White Point to Mergui.

Deviation Card No. 1, Variation  $2^{\circ}W$ , and speed of 10 knots throughout.

1. Required the compass courses to steer, and the distances on each course from a position with White Point bearing  $042^{\circ}T$ , distant 14.5 miles to a position with Reef Island Lt. Ho. bearing  $000^{\circ}T$ , distant 12 miles, altering course when South Island of Launglon Bok, South Moscos Island (1186 feet) bears  $090^{\circ}T$ , distant 8.5 miles.
2. After steaming for 2 hours on  $149^{\circ}C$ , from a position  $14^{\circ}35'N$ ,  $97^{\circ}21'E$ , North Island of Maugmagom, Middle Moscos Island (1210 feet) bore  $127^{\circ}C$ , and Quoin Island bore  $085^{\circ}C$ . Find the ship's position and the set and drift experienced.
3. From a position with Reef Island Lt. Ho. bearing  $340^{\circ}T$ , distant 12 miles, set a course to pass 7 miles off Great Ganister Island (1084 feet) allowing for a current estimated to be setting  $080^{\circ}T$ , at 2 knots. Find the compass course to steer and the distance made good in one hour.
4. A ship steering  $036^{\circ}T$ , is to alter course when the N. E. extreme of Grindstone I (Kathema kyun) is just open of Reef I., (Mibya kyun) and distant 3 miles from Reef I. Lt. Ho. (309 feet). Required.—
  - (a) ship's position at time of altering course.
  - (b) Vertical sextant angle subtended by Reef I. Lt. Ho.
5. What correction must be applied to a cast of the lead when approaching Navalakhi at 0610 (Indian Standard Time) on 10th July, 1952, before comparing it with the chart
6. Oral questions by the Examiner.



## METEOROLOGY

## Paper 4 (1½ hours)

1. Describe the principle of a mercurial barometer.
2. (a) How do you obtain the true direction of the wind on board a ship ?  
(b) Describe the wind indicated by force 6 Beaufort Scale.
3. Give the various meteorological observations you would record in the Log Book whilst on watch at sea during the South West Monsoon, and name the instruments required for making these observations.
4. Why is mercury generally used in the construction of a thermometer ?  
What is the boiling point on (a) the Centigrade scale thermometer, and (b) on the Fahrenheit thermometer?
5. Explain the causes of the North East monsoon.
6. What is the normal track of cyclones in the Bay of Bengal and during what months are these cyclones most severe?

## SPECIMEN SET OF EXAMINATION PAPERS FOR MASTER (HOME TRADE)

## CHARTWORK AND PILOTAGE (EXCLUDING ORAL QUESTIONS)

## Paper 1 (2 hours)

Chart No. 750. *West Coast of India—Malabar coast. Deviation Card No. 1, and Variation 3½°W. throughout.*

1. A ship in D. R. Position  $09^{\circ}50'N.$ ,  $76^{\circ}01'E.$ , observed the bearing of a star to be  $108^{\circ}T.$ , intercept Nil. A course was set to a position with Alleppey Lt. bearing  $090^{\circ}T.$ , distant  $4\frac{1}{2}$  miles. After steaming for 1h. 36m. at 10 knots, Alleppey Lt. bore  $116^{\circ}T.$  Find the distance off Alleppey Lt. at the time of taking this bearing.

2. From the anchorage off Turcunapulli,

(a) Find the compass course to steer to a position with Quilon Lt. (135 ft.) bearing  $059^{\circ}T.$ , distant 5 miles ;

(b) after steaming for 2 hours at 10 knots on the compass course found in Q. 2 (a), the following compass bearings were obtained to fix the ships position :—

Quilon Lt. (135 ft.) . . . . .  $100\frac{1}{2}^{\circ}C.$

Church and conspicuous Casuarina Tree. . . . .  $052\frac{1}{2}^{\circ}C.$

Find the distance off Quilon Lt., and the rate and direction of the current experienced since leaving the anchorage.

3. From a position with Quilon Lt. (135 ft.) bearing  $059^{\circ}T.$ , distant 4 miles, find the compass course to steer to a position  $08^{\circ}40'N.$ ,  $76^{\circ}42'E.$ , allowing for a current setting  $296^{\circ}T.$ , at  $2\frac{1}{2}$  knots, ship steaming 10.5 knots. Find also the distance made good in  $1\frac{1}{2}$  hours.

4. Off Chittagong on 20th October, 1952, find the height of the tide at 2205 Indian Standard Time.

5. Oral questions by the Examiner.

## PRACTICAL NAVIGATION

## Paper 2 (2 hours)

1. On 8th May 1952, at about 7.45 p.m. at ship in D. R. Position  $21^{\circ}35'N.$ ,  $68^{\circ}30'E.$ , chronometer time 03h. 24m. 20 s., which was 6m. 20 s. fast on G.M.T., the Moon bore  $129^{\circ}C.$  Find the Moon's true bearing, the error of the compass and the deviation for the direction of the ship's head if the variation was  $1^{\circ}30'E.$

2. Find the Indian Standard Time of meridian passage of the star BETELGUESE (16) on 1st October, 1952, in Long.  $95^{\circ}00'E.$

3. On 8th February, 1952, from the following observation of the Sun near the meridian, find the direction of the position line and the latitude in which it crosses the D. R. Longitude.

D. R. Position  $19^{\circ}56'N.$ ,  $89^{\circ}35'E.$

Sextant altitude Sun's lower limb,  $54^{\circ}17'30''.$

Index error  $2''.5$  off the arc.

Height of eye 20 feet.

Chronometer time : 06h. 00m. 00s.

Chronometer error : 1m. 40s. fast on G.M.T.

4. From the following observation of a star east of the meridian, find the position line and a position through which it passes :—

Date at ship : 6th July 1952, at about 5.30 am.

D.R. Position  $06^{\circ}40'N.$ ,  $82^{\circ}00'N.$

Sextant altitude ALDEBARAN (10) was  $28^{\circ}32'30''$ .

Index error  $1'5$  on the arc.

Height of eye 23 feet.

Chronometer time : 00h. 00m. 01s. which was correct on G.M.T.

5. Using the Constellation of Ursae Majoris (Great Bear) as a guide, describe with a diagram how you would find the star ARCTURUS (37).

### STABILITY AND SEAWORTHINESS

#### Paper 3 (2 hours)

1. Define the following :—

Metacentric Height and Righting Lever.

2. A vessel of 3,250 tons displacement has a K.G., of 14 feet. She loads 1,200 tons of cargo which has a K. G., of 8 feet and 150 tons of bunkers with a K.G., of 10 feet. Find the new K. G.

3. A vessel of 2,600 tons displacement has a G. M., of 2.5 feet. A parcel of cargo weighing 100 tons, already on board, is raised 16 feet from the after end of the lower hold and stowed vertically above in the after end of the tween deck. Find the new G. M.

4. A vessel whose tons per inch (T. P. I.) is 25 and moment to alter trim 1 inch (M. C. T.) 450 foot-tons, is on an even keel draught of 12 feet at a certain instant during loading operations, when a weight of 50 tons, the centre of gravity of which is 95 feet abaft the centre of flotation, is loaded into No. 4 hold. Find the new draughts assuming the centre of flotation to be amidships.

5. Describe the precautions to be taken with a view to preventing the outbreak of fire in a cargo of coal.

6. Whilst leaving dock, your vessel accidentally comes into contact with the dock wall in way of No. 1 hold. Two plates below main deck level, are appreciably indented and some frame are set in. Would you consider this to affect the seaworthiness of your ship? If so, what action would you take

### COMPASS DEVIATION

#### Paper 4 (1½ hours)

1. Describe the terms "hard" and "soft" iron and their properties with regard to acquiring and retaining magnetism.

2. What kind of corrector is used to compensate for that part of the deviation caused by vertical soft iron, and where is this corrector usually placed? Explain your reasons.

3. What system of wiring should be used for the electric lighting of a compass from a D. C. supply? Give your reasons.

4. An old compass card is removed and replaced by a new one. Would the compensation for the old card do equally well for the new card? Explain the reasons for your answer.

5. Having taken the following bearings of a distant object, find its magnetic bearing and construct a table of deviations on the headings given :—

Ship's Head by Compass	Compass Bearing	Ship's Head by Compass	Compass Bearing
North	$005^{\circ}$	South	$357^{\circ}$
N.E.	$007^{\circ}$	S.W.	$354^{\circ}$
East	$010^{\circ}$	West	$355^{\circ}$
S.E.	$359^{\circ}$	N.W.	$001^{\circ}$

## METEOROLOGY

## Paper 5 (1½ hours)

1. A vessel steaming 045°T at 15 knots has an apparent wind of force 4 from right ahead. What, in actual fact, is the true force and direction of the wind?
2. Using the Beaufort weather notation, how would you log the following :—  
Overcast sky, passing showers, and unusual visibility?
3. Describe the use of the Hydrometer, and the Hygrometer.
4. Describe the winds and currents in the Bay of Bengal in the month of May.
5. In a Bay of Bengal Cyclone, the wind shifts from East to South-East. What semi-circle of the storm are you in and what action would you take?
6. Decode the following message received from another ship:—  
53059 86100 72719 98031 06877.

## APPENDIX L

## SYLLABUS FOR VOLUNTARY EXAMINATION IN COMPASS DEVIATION

## Written Examination (Time allowed 4 hours).

Electric currents and their production. Simple cells. Electromotive force, resistance and current. Ohm's Law. Polarisation. Magnetic fields and lines of force. Induced magnetism. Hard and soft iron. The magnetic field of conductors. Carrying current. Solenoids and electro-magnets. Terrestrial magnetism. Horizontal force, vertical force, and dip. The effect of magnetic fields of all descriptions on the compass needle. Elementary principles of dynamos and motors.

A fuller knowledge of the syllabus in Compass Correction for Master, with, in addition, the correction of coefficient E. The components of the permanent magnetism of the ship, P, Q, and R; the soft iron rods, a, c, e & k. The relation, severally of these components and rods to the various coefficients and to heeling error.

Swinging ship. Construction of deviation tables by bearings of a distant object, reciprocal bearings and azimuths of a heavenly body. Practical analysis of a deviation table and practical compass correction.

## APPENDIX M

## FORMS OF CERTIFICATES

GOVERNMENT OF INDIA  
CREST

GOVERNMENT OF INDIA  
CERTIFICATE OF COMPETENCY

As

No. ....  
SECOND MATE OF A  
FOREIGN-GOING STEAM-SHIP.

To.....

WHEREAS it has been duly reported that you have been found qualified to fulfil the duties of SECOND MATE of a FOREIGN-going Steamship in the Merchant Service, the President of India does hereby, in pursuance of Act XXI of 1923, grant you this Certificate of Competency.

Dated this ..... day of ..... 19  
Countersigned.

Registered in the  
Directorate General of Shipping.  
Bombay.

Secy. to the Govt. of India.  
Director General of  
Shipping.

N.B.—This Certificate of Competency is of the same force as if it had been granted under the Merchant Shipping Act, 1894, but in case the holder is an alien, it is subject to the provisions of Section 5(1) of the U.K. Alien Restriction (Amendment) Act, 1919.

Signature of Owners.....

Date of Birth.....

Place of Birth.....

This Certificate is given upon an Examination passed at .....  
on the ..... day of ..... 19.....

Issued at the Port of..... on the..... day of.....  
 19.....  
 .....Officer.

#### ADDITIONAL QUALIFICATIONS

This Certificate is liable to be cancelled or suspended by the appropriate Court or Tribunal under Sub-section (5) of Section 478 of the Merchant Shipping Act, 1894 (57 and 58 Vict., Ch. 60) or by the Central Government under Section 260 of the Indian Merchant Shipping Act, 1923 (Act XXI of 1923). Any Master or Mate who fails to deliver up a Certificate which has been cancelled or suspended is liable to a penalty not exceeding Rs. 500.

N.B.—Any person other than the owner thereof becoming possessed of this Certificate is required to transmit it forthwith to the Principal Officer, Mercantile Marine Department, Bombay,  
Calcutta.

#### FORMS OF CERTIFICATES

##### GOVERNMENT OF INDIA CRFST

##### GOVERNMENT OF INDIA CERTIFICATE OF COMPETENCY

As

No.....

FIRST MATE OF A  
 FOREIGN-GOING STEAMSHIP

To.....

WHEREAS it has been duly reported that you have been found qualified to fulfil the duties of FIRST MATE of a Foreign-going Steamship in the Merchant' Service, the President of India does hereby, in pursuance of Act XXI of 1923, grant you this Certificate of Competency.

Dated this..... day of..... 19.....  
 Countersigned.

Registered in the.....

Secretary, to the Government of India.

Directorate General of Shipping,  
Bombay

Director General of  
 Shipping.

N.B.—This Certificate of Competency is of the same force as if it had been granted under the Merchant Shipping Act, 1894, but in case the holder is an alien, it is subject to the provisions of Section 5(1) of the U.K. Alien Restriction (Amendment) Act, 1919.

Signature of Owner.....

Date of Birth.....

Place of Birth.....

This Certificate is given upon an Examination passed at.....  
 on the..... day of..... 19.....  
 Issued at the port of..... on the..... day of..... 19.....  
 .....Officer.

#### ADDITIONAL QUALIFICATIONS

This Certificate is liable to be cancelled or suspended by the appropriate Court or Tribunal under Sub-section (5) of Section 478 of the Merchant Shipping Act, 1894 (57 and 58 Vict., Ch. 60) or by the Central Government under Section 260 of the Indian Merchant Shipping Act, 1923 (Act XXI of 1923). Any Master or Mate who fails to deliver up a Certificate which has been cancelled or suspended is liable to a penalty not exceeding Rs. 500.

N.B.—Any person other than the owner thereof becoming possessed of this Certificate is required to transmit it forthwith to the Principal Officer, Mercantile Marine Department, Bombay,  
Calcutta.

## FORMS OF CERTIFICATES

GOVERNMENT OF INDIA  
CRESTGOVERNMENT OF INDIA  
CERTIFICATE OF COMPETENCY

As

No.....

MASTER OF A  
FOREIGN-GOING STEAMSHIP

To.....

WHEREAS it has been duly reported that you have been found qualified to fulfil the duties of MASTER of a Foreign-going Steamship in the Merchant Service, the President of India does hereby, in pursuance of Act XXI of 1923, grant you this Certificate of Competency.

Dated this..... day of.....19.....  
Countersigned.

Registered in the Secy. to the Govt. of India.  
Directorate General of Shipping, Bombay. Director General of Shipping.

N.B.—This Certificate of Competency is of the same force as if it had been granted under the Merchant Shipping Act, 1894, but in case the holder is an alien, it is subject to the provisions of Section 5(1) of the U.K. Alien Restriction (Amendment) Act, 1919.

Signature of Owner.....

Date of Birth.....

Place of Birth.....

This Certificate is given upon an Examination passed at.....  
on the..... day of..... 19.....  
Issued at the port of..... on the..... day of..... 19.....  
.....Officer.

## ADDITIONAL QUALIFICATIONS

This Certificate is liable to be cancelled or suspended by the appropriate Court or Tribunal under Sub-section (5) of Section 478 of the Merchant Shipping Act, 1894 (57 and 58 Vict., Ch. 60) or by the Central Government under Section 260 of the Indian Merchant Shipping Act, 1923 (Act XXI of 1923). Any Master or Mate who fails to deliver up a Certificate which has been cancelled or suspended is liable to a penalty not exceeding Rs. 500.

N.B.—Any person other than the owner thereof becoming possessed of this Certificate is required to transmit it forthwith to the Principal Officer, Mercantile Marine Department, Bombay.  
Calcutta.

## FORMS OF CERTIFICATES

GOVERNMENT OF INDIA  
CRESTGOVERNMENT OF INDIA  
CERTIFICATE OF COMPETENCY

As

No.....

MATE

OF A HOME TRADE STEAMSHIP

To.....

WHEREAS it has been duly reported that you have been found qualified to fulfil the duties of MATE of a Home Trade Steamship in the Merchant Service, the President of India does hereby, in pursuance of Act XXI of 1923, grant you this Certificate of Competency.

Dated this..... day of.....19.....  
Countersigned.

Registered in the Secy. to the Govt. of India.  
Directorate General of Shipping, Bombay. Director General of Shipping.

Signature of Owner.....  
 Date of Birth.....  
 Place of Birth.....

This Certificate is given upon an Examination passed at.....  
 on the..... day of..... 19.....  
 Issued at the port of..... on the..... day of..... 19.....  
 Officer.....

#### ADDITIONAL QUALIFICATIONS

This Certificate is liable to be cancelled or suspended by the Central Government under Section 260 of the Indian Merchant Shipping Act, 1923, (Act XXI of 1923. Any Master or Mate who fails to deliver up a Certificate which has been cancelled or suspended is liable to a penalty not exceeding Rs. 500.

N.B.—Any person other than the owner thereof becoming possessed of this Certificate is required to transmit it forthwith to the Principal Officer, Mercantile Marine Department, Bombay.  
 Calcutta.

#### FORMS OF CERTIFICATES

GOVERNMENT OF INDIA  
 CREST

GOVERNMENT OF INDIA  
 CERTIFICATE OF COMPETENCY

As

No.....

MASTER

OF A HOME TRADE STEAMSHIP

To.....

WHEREAS it has been duly reported that you have been found qualified to fulfil the duties of MASTER of a Home Trade Steamship in the Merchant Service, the President of India does hereby, in pursuance of Act XXI of 1923, grant you this Certificate of Competency.

Dated this..... day of..... 19.....

Countersigned.

Registered in the  
 Directorate General of Shipping,  
 Bombay

Secy. to the Govt. of India.  
 Director General of  
 Shipping.

Signature of Owner.....  
 Date of Birth.....  
 Place of Birth.....

This Certificate is given upon an Examination passed at.....  
 on the..... day of..... 19.....  
 Issued at the port of..... on the..... day of..... 19.....  
 Officer.....

#### ADDITIONAL QUALIFICATIONS

This Certificate is liable to be cancelled or suspended by the Central Government under Section 260 of the Indian Merchant Shipping Act, 1923, (Act XXI of 1923).

Any Master or Mate who fails to deliver up a Certificate which has been cancelled or suspended is liable to a penalty not exceeding Rs. 500.

N.B.—Any person other than the owner thereof becoming possessed of this Certificate is required to transmit it forthwith to the Principal Officer, Mercantile Marine Department, Bombay.  
 Calcutta.

[No. 104-MI(12)/48MA.]

S. K. GHOSH, Dy. Secy.

## (Transport Wing)

## MERCHANT SHIPPING

*New Delhi, the 16th June 1954*

**S.R.O. 1966.**—In exercise of the powers conferred by section 225 of the Indian Merchant Shipping Act, 1923 (XXI of 1923), the Central Government hereby makes the following rules, namely:—

## PRELIMINARY

1. *Short title.*—These Rules may be called the Indian Merchant Shipping (Carriage of Dangerous Goods) Rules, 1954.

2. *Definitions.*—In these rules, unless the context otherwise requires,

(a) “Act” means the Indian Merchant Shipping Act, 1923 (XXI of 1923).

(b) “dangerous goods” means any of the goods specified in items (i) to (viii) (both inclusive) of sub-rule (1) of rule 4 and includes any other goods of a dangerous character to which the provisions of these rules may, from time to time, be applied by an order of the Central Government in this behalf, but do not include—

(i) goods forming part of the equipment or stores of the ship in which they are carried;

(ii) goods which neither the owner of the ship nor any of his servants or agents know, or could with reasonable diligence have known, or had reasonable grounds for suspecting, that the goods were dangerous goods;

(c) “explosive” has the same meaning as in the Indian Explosives Act, 1884 (IV of 1884);

(d) “steamer” includes a ship propelled by electricity or other mechanical power.

3. *Application of the rules.*—(1) Rules 4 to 10 (both inclusive) shall apply to—

(a) all Indian ships; and

(b) other ships while they are loading cargo within any port in the territory of India or within the territorial waters of India.

(2) Rule 11 shall apply to all ships to which rules 4 to 10 (both inclusive) do not apply while such ships are within any port in the territory of India.

(3) Rule 12 shall apply to all ships referred to in sub-rules (1) and (2).

## DESCRIPTION AND CLASSIFICATION OF DANGEROUS GOODS.

4. (1) No dangerous goods shall be taken on board any ship to which these rules apply for carriage in that ship, unless the shipper of the goods has furnished the owner or master of the ship with a statement in writing as regards the identity of the goods and the nature of the danger to which the said goods give rise, indicating at the same time to which of the following categories the said goods belong, namely:

(i) explosives;

(ii) compressed, liquefied and dissolved gases;

(iii) corrosives;

(iv) poisons;

(v) substances giving off inflammable vapours;

(vi) substances which become dangerous by interaction with water or air;

(vii) strong oxidising agents;

(viii) substances which are liable to spontaneous combustion;

(ix) laboratory chemicals and medicinal preparations in limited quantities;

(x) Other dangerous goods.

*Explanation.*—For the purposes of these rules, a laboratory chemical or medicinal preparation shall be treated as being in a limited quantity if and only if the quantity of that chemical or preparation is limited to an extent authorised or approved by the Central Government or by any authority appointed by the Central Government for the purposes of administering these rules.

(2) The master of the ship shall cause a list to be prepared and carried in the ship setting forth, in accordance with the information furnished under the

foregoing provisions of this rule, the dangerous goods carried in the ship on the voyage in which she is currently engaged.

#### MARKING

5. No dangerous goods, being goods contained in a vehicle, receptacle or package, shall be taken on board a ship to which this rule applies for carriage in that ship unless the vehicle, receptacle or package in which the goods are contained is clearly marked with a distinctive label or stencil purporting to indicate the nature of the danger to which the goods give rise, and if the goods are taken on board the ship at any port in India or within the territorial waters of India, a label or stencil purporting to indicate the identity of the goods.

NOTE.—Where goods are taken on board a ship together with the vehicle in which they are contained, or where goods are taken on board a ship together with the receptacle in which they are contained, being a receptacle which is an additional body for a vehicle and is constructed or adapted for the purpose of being taken on or off the vehicle with goods contained therein, nothing in the foregoing provisions of this rule shall be taken to require any such receptacle or any package in which the goods in the vehicle may be contained, or, as the case may be, any package in which the goods in the receptacle may be contained, to be also marked.

#### PACKING AND CARRIAGE IN BULK

6. (1) No dangerous goods, being goods which are not loaded in bulk, shall be taken on board any ship if from the statement under rule 4 or markings under rule 5 to which this rule applies for carriage in that ship if the owner of the ship or any of his servants or agents knows or could with reasonable diligence have known that having regard to their nature the goods are not packed in a manner adequate to withstand the ordinary risks of handling and transport by sea:

Provided that in any proceedings against an owner or master in respect of a failure to comply with the provisions of his rule, it shall be a good defence to prove that before the goods were taken on board the ship.

(a) the owner or master was furnished with a statement in writing by the shipper to the effect that the goods were packed in accordance with the requirements of this rule and

(b) neither the owner nor any of his servants or agents had any knowledge that the goods were not so packed.

(2) No dangerous goods shall be loaded in bulk into any ship to which this rule applies for carriage in that ship if from the statement under rule 4 or marking under rule 5 the owner of the ship or any of his servants or agents knows or could have with reasonable diligence known or had reasonable grounds for suspecting that the goods cannot safely be carried in bulk to the destination to which they are consigned.

#### STOWAGE

7. Dangerous goods stated as dangerous goods under rule 4 or marked dangerous under rule 5 and any vehicle, receptacle or package containing dangerous goods, taken on board any ship to which this rule applies for carriage in that ship shall be stowed in the ship, and shall be kept as stowed, in a manner which is a safe and proper manner of stowage for the goods, or, as the case may be, for the vehicle, receptacle or package having regard to the identity and dangerous nature indicated by the markings referred to in rule 5.

#### CARRIAGE OF DANGEROUS GOODS IN PASSENGER STEAMERS

8. (1) No explosives shall be taken on board any ship to which this rule applies being a passenger steamer, for carriage in that ship, except.

(a) any explosive set forth in the First Schedule annexed hereto;

(b) any explosives the total weight of which does not exceed 20 lb., including their immediate casing or packing;

(c) any distress signal rockets for use in ships or aircrafts, if the total weight of such rockets does not exceed 1 ton;

(d) fireworks set forth in the Third Schedule annexed hereto.

(2) Distress signal rockets or fireworks set forth in the Third Schedule annexed hereto carried in a passenger steamer to which this rule applies shall be stowed under the supervision of a person appointed for that purpose by the master of the ship in writing signed by him.



(3) No dangerous goods set forth in the Second Schedule annexed hereto (other than laboratory chemicals and medical preparations in limited quantities) shall be taken on board any ship to which this rule applies, being a passenger steamer, for carriage in that ship. Provided that nothing in this rule shall prohibit the taking of dangerous goods on board a passenger steamer in respect of which there is in force a certificate issued by the Central Government, or by any authority empowered in that behalf by the laws of any country other than India, to the effect that the steamer is fit to carry a number of passengers not exceeding 25 or a number equal to one-tenth of the length of the ship in feet, whichever shall be greater.

#### CARRIAGE OF INFLAMMABLE LIQUIDS

9. No liquids which from the statement under rule 4 or marking under rule 5 the owner of the ship or any of his servants or agents knows or could have with reasonable diligence known or had reasonable grounds for suspecting to be inflammable shall be taken on board any ship to which this rule applies for carriage in that ship as cargo unless ventilation, adequate in the circumstances, is provided for the spaces in which the liquids are to be carried.

#### CARRIAGE OF SUBSTANCES LIABLE TO SPONTANEOUS COMBUSTION

10. No substance which from the statement under rule 4 or marking under rule 5 the owner of the ship or any of his servants or agents knows or could have with reasonable diligence known or had reasonable grounds for suspecting to be liable to spontaneous combustion shall be taken on board any ship to which this rule applies for carriage in that ship as cargo unless precautions proper in the circumstances are taken for the prevention of the spontaneous combustion of such substances.

#### APPLICATION OF RULES IN CERTAIN CASES

11. No dangerous goods shall be carried in any ship to which this rule applies unless—

- (a) in the case of a Safety Convention Ship, the goods are being carried in accordance with the law relating to the carriage of such goods of the country in which the ship is registered and all the provisions of that law in so far as the same are applicable have been complied with; or
- (b) in the case of any other ship, the provisions of these rules which would have been required to have been complied with if the goods had been taken on board the ship in India, have been complied with notwithstanding anything to the contrary contained in sub-rule (2) of rule 3:

Provided that the Central Government may exempt any ship from any of the requirements of these rules which are required to be complied with in the case of that ship by virtue of para (b) of this rule, if they are satisfied that the requirements of the law relating to the carriage of dangerous goods of the country in which the ship is registered have been complied with and are not less effective than the said requirements of these rules.

#### PENALTY

12. If any of these rules is not complied with in relation to any ship, the owner or master of the ship shall be liable to a fine which may extend to three thousand rupees and the ship shall be deemed for the purpose of Part V of the Act to be an unsafe ship.

#### FIRST SCHEDULE

See rule 8(1)(a)

*Explosives which may be taken on Board Passenger Steamers.*

Ajax Percussion Caps.  
Antifyre Percussion Caps.  
Battery Pockets.  
Bullseye Percussion Caps.  
Cardox Heater D.  
Cartridge for Martin Cutter.  
Cartridges, bolt, cable cutting, linked, punch or rocket.  
Cases, Cartridge, Capped.  
Cases for Turbo-Starter Cartridges (Empty), Primed.

Cordtex.  
 Curtis's and Harvey's Safety Electric Fuzes.  
 Delay Fuze Assembly (10 Seconds).  
 Drogue Ejector Cartridges.  
 Eley Kynoch No. 91 Percussion Cap.  
 Eley Kynoch No. 1A Percussion Cap..  
 Excelsior Safety Electric Fuzes.  
 Ferrule Igniter for Safety Fuze.  
 Flame Detector Cord.  
 Fuzehead Assemblies.  
 Hydrox Igniter No. 1 Safety Electric Fuze.  
 Igniters for Grenades.  
 Kynoch Fog Signal Caps.  
 Kynoch No. 41 Percussion Cap.  
 Kynoch No. 70 Percussion Cap.  
 Kynoch No. 81 Percussion Cap.  
 Kynoch Rail Car Fog Signals.  
 M.O.C. Cartridges (Type 1).  
 M.O.C. Cartridges (Type 4).  
 M.O.C. Cartridges (Type 6).  
 Multiple Safety Fuze Igniters.  
 Nicorro Percussion Caps.  
 Nobel's Election Delay Action Fuzes.  
 Nobel's Safety Electric Fuzes.  
 Nobel's Safety Electric Delay Fuzes.  
 Norres Patent Fuze Lighters.  
 Orion Patent Safety Electric Fuzes.  
 Percussion Caps, O. in C. No. 1.  
 Plastic Core Safety Fuze.  
 Push Mechanism Type 6.  
 Pull Mechanism Type 6.  
 Railway Fog Signals, O. in C. No. 1.  
 Release Mechanism Type 6.  
 Safety Cartridge Cases (Empty), Capped.  
 Safety Electric Primers.  
 Safety Firing Tubes, No. 1.  
 Safety Fuze, O. in C. No. 1.  
 Safety Fuze Lighters.  
 Safety Instantaneous Fuze.  
 Schermer Cattle Killer Cartridges.  
 Special Safety Fuze.  
 Thermal Gas Closing Cartridges.  
 Trip Fuzes.  
 Turbo-Starter Primers, Electrically Fired, 15 grain.  
 Tyre Sound Signals.  
 Venus Patent Safety Electric Fuzes.  
 Vulcan Patent Safety Electric Fuzes.  
 Vickers' Percussion Caps.  
 Vulcan Patent Electric Delay Action Fuzes.  
 Any safety cartridges not specified above.

#### SECOND SCHEDULE

See rule 8(3)

*Dangerous Goods which may not be taken on Board Passenger Steamers.*  
 Category (ii)—Compressed, liquefied and dissolved gases.

Boron Trifluoride.  
 Carbon Monoxide.  
 Coal Gas.  
 Fluorine.  
 Hydrogen.  
 Ammonia Anhydrous, unless in cylinders.  
 Blau Gas.  
 Butadiene.  
 Chlorine.  
 Cyanogen.  
 Dimethyl Ether.  
 Dimethylamine.  
 Ethyl Chloride, unless in cylinders.  
 Ethylene.

Ethylene Oxide.  
Ethylene Oxide.  
Ethylene Oxide/Carbon Dioxide Mixture.  
Ethylene Oxide/Nitrogen Mixture.  
Hydrogen Chloride.  
Hydrogen Cyanide, Stabilised.  
Hydrogen Fluoride.  
Hydrogen Sulphide.  
Methylamine.  
Methyl Bromide.  
Methyl Chloride, unless in cylinders.  
Nitrogen Tetroxide.  
Nitrosyl Chloride.  
Oil Gas.  
Phosgene.  
Sulphur Dioxide, unless in cylinders or glass syphons.  
Trimethylamine.  
Acetylene.

Category (iii)—Corrosives.

Antimony Pentachloride, unless in containers of  $2\frac{1}{2}$  gallon capacity or under.  
Antimony Trichloride, unless in containers of  $2\frac{1}{2}$  gallon capacity or under.  
Benzoyl Chloride.  
Chloroacetyl Chloride.  
Chlorosulphonic Acid.  
Diphenylmethyl Bromide.  
Fluoboric Acid.  
Fluosilicic Acid.  
Hydriodic Acid.  
Hydrobromic Acid.  
Hydrochloric Acid.  
Hydrofluoric Acid Solutions.  
Mixed Acid.  
Nitric Acid.  
Perchloric Acid.  
Phosphorus Pentachloride.  
Phosphorus Tribromide.  
Phosphorus Trichloride.  
Phosphoryl Chloride.  
Silicon Tetrachloride, unless in containers of  $2\frac{1}{2}$  gallon capacity or under.  
Sludge or Spent Acid.  
Stannic Chloride, Anhydrous.  
Sulphur Chlorides.  
Sulphuric Acid, specific gravity exceeding 1.405.  
Sulphuric Acid, Fuming.  
Sulphuryl Chloride.  
Thionyl Chloride.  
Titanium Tetrachloride.

Category (iv)—Poisons.

Bromine and Bromine Solutions.  
Chloropicrin.  
Hydrogen Cyanide.  
Methyl Bromide.  
Motor—Fuel—Anti-Knock compounds, unless in containers of 5 pint capacity or under.  
Tetraethyl Lead, unless in containers of 5 pint capacity or under.

Category (v)—Substances giving off inflammable vapours.

Benzyl Chloride.  
Carbon Disulphide.  
Enamels, lacquers, paints and varnishes, with a flash point below  $73^{\circ}\text{F}$ ., unless in containers of 10 gallon capacity or under.  
Di-ethyl-ether, unless in containers of 1 gallon capacity or under.  
Ethyl Chloride.  
Ethylene Oxide.  
Nickel Carbonyl.  
Other substances with a flash point below  $73^{\circ}\text{F}$ ., unless in containers of 5 gallon capacity or under.

Category (vi)—Substances which become dangerous by inter-action with water.

Aluminium Powder (unpolished), unless in glass or earthenware containers.  
Aluminium Silicon, in powder form.  
Barium Alloys, non-pyrophoric.  
Barium Metal.  
Calcium Metal and Alloys, non-pyrophoric.  
Calcium Carbide.  
Calcium Phosphide or articles charged wholly or mainly with Calcium Phosphide.  
Calcium Silicide.  
Calcium Silicon.  
Ferro-Silicon containing 15 per cent. to 80 per cent. Silicon, both figures inclusive.  
Magnesium Alloy Powder, unless in glass or earthenware containers or in tins or cans.  
Potassium Metal.  
Sodium Metal.  
Sodium Phosphide.  
Strontium Alloys, non-pyrophoric, unless in glass or earthenware containers.  
Zinc Phosphide.

Category (vii)—Strong Oxidising Agents.

Potassium Bromate.  
Sodium Bromate.  
Ammonium Chlorate.  
Barium Chlorate.  
Potassium Chlorate.  
Sodium Chlorate.  
Strontium Chlorate.  
Zinc Chlorate.  
Chloric Acid.  
Calcium Chlorite.  
Sodium Chlorite.  
Guanidine Nitrate.  
Ammonium Perchlorate.  
Barium Perchlorate.  
Calcium Perchlorate.  
Lead Perchlorate.  
Magnesium Perchlorate.  
Potassium Perchlorate.  
Sodium Perchlorate.  
Ammonium Permanganate.  
Hydrogen Peroxide Solutions greater than 6 per cent. strength.

Category (viii)—Substances which are liable to spontaneous combustion.

Cotton, wet.  
Diethyl Zinc.  
Di-methyl-p-nitrosoaniline.  
Fibres, burnt, wet or damp.  
Fishmeal or fish scrap, unless in sealed metal containers.  
Iron Oxide, spent.  
Linoleates, resinates and other driers in solid form.  
Phosphorus, white or yellow.

Category (ix)—Other Dangerous Goods.

Ammonium Picrate, wet.  
Benzoyl Peroxide.  
Celluloid in the form of scrap, dust, shavings, pieces or stripped film.  
Di-nitro-ortho-cresol, wet or fused solid.  
Di-nitro-phenol, wet.  
Dinitrophenolates.  
Di-nitro-resorcinol, wet.  
Hessian bags, used (unless continuously used for inert material).  
Lacquer base and chips with nitrocellulose base.  
Nitrocellulose, wet.  
Picric Acid, wet.  
Sodium di-nitro-ortho-cresolate, wet.  
Sulphur (Lump, roll or stick), unless in glass or earthenware containers or in drums, casks, cases or double hessian bags.

Sulphur (powder), unless in glass or earthenware containers, or in drums, casks or cases.

Zirconium Metal.

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THIRD SCHEDULE

See rule 8(1) (d)

*Fire Works*

1. Coloured fires and lights (other than Socket distress signals, Socket light signals and Sound Socket signals).
2. Balloon fireworks.
3. Roman candles.
4. Wheels.
5. Bouquets.
6. Saxons.
7. Blue devils.
8. Black jacks.
9. Snakes.
10. Golden rain.
11. Port fires or blue candles.
12. Starlights.
13. Tourbillons.
14. Suns.
15. Devil-among-tailors. .
16. Gerbs.
17. Flower-pots.
18. Fountains.
19. Amorces.
20. Throwdowns.
21. Crackshots.
22. Squibs.
23. Prince of Wales feathers.
24. Lances.
25. Crackers.
26. Catherine wheels.
27. Scintillettes.
28. Lightning paper in envelopes.
29. Mines, not exceeding 2 lbs. gross weight.
30. Maroons (other than Aerial Maroons), not exceeding 4 ozs. gross weight.
31. Rockets (other than Maroon Rockets, Guncotton Rockets and Flights of Rockets).
32. Jack-in-the boxes, not exceeding 2 lbs. gross weight.
33. Chinese crackers, not exceeding 4 inches in length.

The above fireworks other than Amorces, Throwdowns and Crackshots must not contain their own means of ignitions.

[No. 50-MA(2)/53]

D. D. SURI, Under Secy.

**MINISTRY OF FOOD AND AGRICULTURE****(Agriculture)**

*New Delhi, the 9th June 1954*

**S.R.O. 1967.**—In exercise of the powers conferred by section 17 of the Indian Oilseeds Committee Act, 1946 (IX of 1946), the Central Government hereby makes the following amendment in the Indian Central Oilseeds Committee Provident Fund Rules, 1949, the same having previously been published as required by sub-section (1) of the said section, namely:—

In the said Rules in clause (b) of rule 18 the following words shall be added at the end, namely:—

“or if he resigns his employment with the permission of the Committee to take up service with the Central or State Governments, or a Committee constituted in relation to a commodity other than oilseeds.”

[No. F.5-24/54-Com.-I.]

A. N. BERY, Dy. Secy.

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**(Agriculture)**

*New Delhi, the 10th June 1954*

**S.R.O. 1968.**—In exercise of the powers conferred by Section 3 of the Agricultural Produce (Grading & Marking) Act, 1937 (1 of 1937) the Central Government hereby makes the following rules, in supersession of the Wool (Grading & Marking) Rules 1953, the same having been previously published as required by the said Section:—

1. *Short title.*—(a) These rules may be called the Wool Grading and Marking Rules, 1953.

(b) They shall apply to wool obtained from sheep in any part of India except the State of Jammu and Kashmir and of specified trade descriptions as set out in the annexed schedules.

2. *Grade Designations.*—The grade designations to indicate the characteristics and quality of wool of specified trade description other than ginned wool are set out in column 1 of Schedule I. The grade designation of ginned wool is set out in Schedule II.

3. *Definition of quality.*—The definition of quality indicated by the grade designations is specified in columns 2 to 5 of Schedule I.

4. *Grade designation mark.*—The grade designation mark to be applied to each bale of package shall consist of a label bearing the design set out in Schedule III.

5. *Method of marking.*—The grade designation mark shall only be applied on full or half pressed bales, as the case may be, in a manner approved by the Agricultural Marketing Adviser to the Government of India. The following particulars shall be clearly indicated on the label:—

- (i) Serial number;
- (ii) Grade;
- (iii) Colour;
- (iv) Yield percentage;
- (v) Name of place of packing;
- (vi) Date of packing and marking;

Provided that an authorised packer may stamp or write his private trade mark on the bale or package, if such private trade mark represents the same colour quality and grade of wool as that indicated by the Agmark label and is duly certified by the Agricultural Marketing Adviser to that effect.

6. *Method of Packing.*—The wool shall be press-packed with covering of new gunny cloth in bales with sufficient number of bands tightly placed around the bale of customary weights of 200 to 450 lbs. (90.7 to 204.1 kg.).

7. In addition to the conditions specified in rule 4 of the General Grading and Marking Rules, 1937, the conditions set out in Schedule III to these rules shall be the conditions of any certificate of authorisation issued for the purposes of these rules.

## SCHEDULE I

*Grade Designation and definition of quality of Indian Wool*

Grade designation	Colour of fibre	Special characteristics		Central Characteristics.
		Tolerance limit for colour	Yield percent of wool	
1	2	3	4	5
W	White	Shall not contain more than 5% of creamy or tinged white fibres and not more than 1% of other coloured wool.	(a) Over 75% (b) Over 80% (c) Over 85%	All grades shall be free from burrs, thorns sticks ginned wool, lined wool, fibres other than wool & other extraneous matters except a few unavoidable.
C. W. or T. W.	Creamy White or Tinged White	Shall not contain more than 10% of pale yellow fibres and not more than 1% of other coloured wool.		No wool having yield less than what has been prescribed under Column 4 will be allowed to be exported.
P. Y.	Pale Yellow	Shall not contain more than 15% of yellow fibres and not more than 1% of coloured wool.		
Y.	Yellow	May contain deep yellow fibres but shall not contain more than 1% of coloured wool.	(a) Over 72½% (b) Over 80% (c) Over 85%	Do.
C.	Coloured Wool	May contain fibres of any colour.	(a) Over 65% (b) Over 70% (c) Over 75%	Do.

## SCHEDULE II

*Grade designation and definition of quality of Indian Ginned Wool*

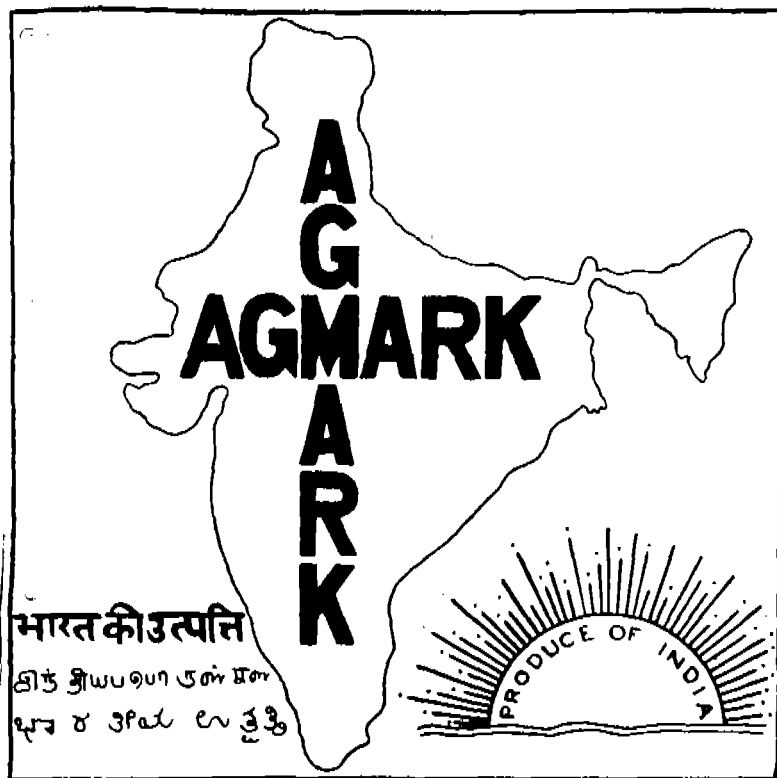
Grade designation	Yield percentage of ginned wool	General characteristics
White & Creamy White	Over 75%	All grades shall be free from burrs, thorns, sticks fibres other than wool, and other extraneous matter except a few unavoidable.
Pale Yellow & Yellow	Over 72%	Do.
Coloured Wool	Over 65%	Do.

N.B.—Ginned Wool shall be marked as "Ginned Wool"

### SCHEDULE III

(See Rule 4)

The grade designation mark to be applied to bales of wool shall contain the following design:—



[No. F.5-84-Dte.II]

S. K. RAO, Under Secy.

**MINISTRY OF INFORMATION AND BROADCASTING**

## ORDER

*New Delhi, the 9th June 1954*

**S.R.O. 1969.**—The Central Government hereby:—

- (a) directs, in pursuance of the provision of clause (2) of the Order of Government of India in the Ministry of Information and Broadcasting No. S.R.O. 781, dated the 1st March, 1954 and in modification of the Order of the Government of India in the Ministry of Information and Broadcasting S.R.O. 782, dated the 1st March, 1954, that the Advisory Panel of the Central Board of Film Censors at Madras shall consist of 21 members with effect from 12th June, 1954.
- (b) appoints, after consultation with the said Board, Sri M. P. Periasami Thooran, Sri S. Natarajan, Sri P. Ramachandran, Sri M. N. Kapur, and Srimati Rajan Nehru, as members of the Advisory Panel at Madras with effect from 12th June, 1954.

[No. 9/4/53-F.C.]



*New Delhi, the 14th June 1954*

**S.R.O. 1970.**—In exercise of the powers conferred by sub-rule (2) of rule 3 of the Cinematograph (Censorship) Rules, 1951 read with section 3 of the Cinematograph Act, 1952 (XXXVII of 1952), the Central Government hereby appoints Shri Karl J. Khandalawala as a member of the Central Board of Film Censors with effect from the 19th June, 1954 *vice* Dr. P. Parija resigned.

[No. 11/1/54-F.C.]

D. KRISHNA AYYAR, Under Secy.

### MINISTRY OF HEALTH

*New Delhi, the 8th June 1954*

**S.R.O. 1971.**—In exercise of the powers conferred by sub-clause (v) of clause (c) of section 2 of the Delhi Joint Water and Sewage Board Act, 1926, (XXIII of 1926), the Central Government hereby declares the "Municipal Committee for Southern Zone of Delhi" as constituted by the Chief Commissioner, Delhi in his notification No. F. 11(40)/53-LSG., dated the 5th August, 1953 to be a "constituent body" for the purposes of the said Act.

[No. 906-LSG/54.]

A. V. VENKATASUBBAN, Under Secy.

### CORRIGENDUM

*New Delhi, the 11th June 1954*

**S.R.O. 1972.**—1. for the words "Lt.-Colonel A. N. Chopra" occurring in the Ministry of Health Notification No. F. 5-13/53-MI, dated the 15th May, 1954, the words "Lt.-Colonel (Honorary Colonel), A. N. Chopra" should be substituted.

\* \* \* \* \*

2. In the Ministry of Health Corrigendum No. F.6-14/53-MI(B), dated the 13th January, 1954, for the words "Colonel A. N. Chopra", the words "Lt.-Colonel (Honorary Colonel) A. N. Chopra" should be substituted.

[No. F. 5-13/53-MI.]

BABU RAM, Under Secy.

*New Delhi, the 12th June 1954*

**S.R.O. 1973.**—In exercise of the powers conferred by section 33 of the Drugs Act, 1940 (XXIII of 1940), the Central Government, after consultation with the Drugs Technical Advisory Board, hereby directs that the following further amendment shall be made in the Drugs Rules, 1945, the same having been previously published as required by the said section, namely:—

In rule 71 of the said Rules, after the words "licensing authority is satisfied that", the following shall be inserted, namely:—

"arrangements have been made for the provision and maintenance of an adequate staff and of adequate premises and plant for the proper manufacture, standardisation and storage of the substances in respect of which the licence is to be issued and that".

[No. F.1-7/52-DS.]

KRISHNA BIHARI, Under Secy.

### MINISTRY OF REHABILITATION

#### CORRIGENDUM

*New Delhi, the 9th June 1954*

**S.R.O. 1974.**—In the Notification of the Government of India in the Ministry of Rehabilitation No. S.R.O. 1673, dated the 21st May, 1954 and published in the *Gazette of India Extraordinary* of that date—

(a) in sub-rule (3) of rule 14, as substituted by clause (b), for 'occupation or', read 'occupation of'.

(b) in sub-rule (7) of rule 15, as substituted by clause (c) (ii) after 'property' insert 'and'.

[No. 16(1)/54-Prop. I.]

### ORDER

*New Delhi, the 24th May 1954*

**S.R.O. 1975.**—In exercise of the power conferred by Sub-Section (1) of Section 19 of the Evacuee Interest (Separation) Act, 1951, (LXIV of 1951), the Central Government hereby orders that all cases in respect of composite properties situated in the districts of Jabalpur, Sagar, Mandla, Chhindwara, Bilaspur, Surguja and Raigarh, pending before Shri R. S. Agarwala, Competent Officer, Jabalpur, shall stand transferred to Shri G. Y. Deo, Competent Officer with headquarters at Nagpur.

[No. 52(82)/53-Prop.]

L. B. MATHUR, Under Secy.

## MINISTRY OF COMMUNICATIONS

### (Posts & Telegraphs)

*New Delhi, the 10th June 1954*

**S.R.O. 1976.**—In exercise of the powers conferred by the Indian Post Office Act, 1898 (VI of 1898), the Central Government hereby directs that the following further amendment shall be made in the Indian Post Office Rules, 1933, namely:—

In Sub-rule (1) of rule 64 of the said Rules, after the words "a form of acknowledgment which shall be signed", the words "in ink" shall be inserted; and for the words "to sign" in both the places where they occur, the words "to so sign" shall be substituted.

[No. C.11-6/54.]

**S.R.O. 1977.**—In exercise of the powers conferred by the Indian Post Office Act, 1898 (VI of 1898), the Central Government hereby directs that the following further amendment shall be made in the Indian Post Office Rules, 1933, namely:—

In Sub-rule (i) of rule 61 of the said Rules, after the second sentence, the following sentence shall be inserted, namely:—

"No such article shall also be accepted for registration—

(a) where it contains words to the effect that it has been or is intended to be, insured for any specific sum,

or that it may contain valuable contents, unless it is also to be insured, or (b) where such words are scored out".

[No. C.7-5/53.]

*New Delhi, the 11th June 1954*

**S.R.O. 1978.**—In exercise of the powers conferred by the Indian Post Office Act, 1898 (VI of 1898), the Central Government, hereby directs that the following further amendment shall be made in Indian Post Office Rules, 1933, namely:—

For rule 14 of the said rules the following rule shall be substituted, namely:—

"14. Should any of the conditions imposed by rules 11, 12 and 13 be infringed, the postcard shall be treated as a letter and the amount of postage prepaid on a single postcard or on the first half only of a reply postcard shall be taken into account in assessing the postage to be charged on delivery".

[No. C.40-4q/53.]

V. M. BHIDE, Dy. Secy.

**MINISTRY OF RAILWAYS****(Railway Board)***New Delhi, the 11th June 1954*

**S.R.O. 1979.**—In exercise of the powers conferred by section 47 of Indian Railways Act, 1890 (IX of 1890), read with the notification of the Government of India in the late Department of Commerce and Industry, No. 801, dated the 24th March, 1905, the Railway Board hereby directs that the following further amendment shall be made in the General Rules for all Open lines of Railways in India, published with the notification of the Government of India in the late Railway Department (Railway Board) No. 1078-T, dated the 9th March, 1929, namely:—

In the Schedule appended to Part III of the said rules, in column 3, against Serial No. 22, after regulation (i), the following shall be inserted, namely:—

"Bromine may also be carried in Lead lined steel drums conforming to specification No. ICC-5H provided not less than 10 per cent. air space is left in each drum."

[No. 1387-TG.]

**RANJIT SINGH,**

Director, Traffic (Transportation).

**CORRIGENDUM***New Delhi, the 19th June 1954*

**S.R.O. 1980.**—The following appearing in Rule 13(e) of the Ministry of Railways (Railway Board) Notifications E54RR4, E54RR7-1, E54RR6 and E54RR2-1, dated the 15th May 1954, published in Part II, Section 3 of the *Gazette of India*, dated 29th May, 1954, under S.R.O. 1775, 1776, 1777 and 1778, dated the 15th May 1954 respectively, is deleted, the subsequent clause (f) being renumbered as (e) in the case of the Notifications E54RR4, E54RR7-1 and E54RR6.

"Passed the final grade examination in Electrical Engineering Practice (Parts I and II)—(Examination No. 52) of the City and Guilds, London, if taken on or before 24th November 1949; or"

[No. E54RR2-1.]

**V. T. NARAYANAN,**

Joint Director, Establishment.

**MINISTRY OF PRODUCTION***New Delhi, the 19th June 1954*

**S.R.O. 1981.**—In exercise of the powers conferred by clause 4 of the Colliery Control Order, 1945, as continued in force by section 17 of the Essential Supplies (Temporary Powers) Act, 1946 (XXIV of 1946), the Central Government hereby directs that the following further amendment shall be made in the notification of the Government of India in the Ministry of Production No. 4.CI(2)/51, dated the 26th August, 1952, namely:—

In the said notification, in the table under "Schedule of prices" the entry "Shale Coal" and the price per ton shown against the entry, occurring in each of item I. "Singareni Group of Collieries (except Yellendu)" and item II. "Yellendu Colliery" shall be omitted.

[No. 4-CI(8)/53.]

**A. NANU, Dy. Secy.****MINISTRY OF LABOUR****CORRIGENDUM***New Delhi, the 9th June 1954*

**S.R.O. 1982.**—In this Ministry's Notification No. S.R.O. 1027, dated the 11th March, 1954, published in Part II, Section 3 of the *Gazette of India Extraordinary*,

dated the 29th March, 1954, for the letters and words "O. V. A. Hydross & Son" read "C. V. A. Hydross & Son".

[No. LR.2(345).]

New Delhi, the 10th June 1954

**S.R.O. 1983.**—In pursuance of section 17 of the Industrial Disputes Act, 1947 (XIV of 1947), the Central Government hereby publishes the following award of the Industrial Tribunal, Madurai, in the Matter of applications under section 33A of the said Act from Shri Abdul Khader and others, stevedore workmen in Cochin Port:—

BEFORE THE CENTRAL GOVERNMENT INDUSTRIAL TRIBUNAL, MADURAI

Saturday, 1st May, 1954

PRESENT :—Sri . E. Krishnamurthi, M.A., B.L., Industrial Tribunal at Madurai.

*Industrial Disputes Nos. 83 to 126 (Central)/53*

&

*Industrial Disputes Nos. 244 to 252 (Central)/53*

BETWEEN

Abdul Khader,	Stevedore Worker	(I. D. No. 83(C)/53)
Chellaikadu Ummer	Do.	(I. D. No. 84(C)/53)
Aboobucker Mohamed	Do.	(I. D. No. 85(C)/53)
Moideen Mohamed	Do.	(I. D. No. 86(C)/53)
Xavier Anthony	Do.	(I. D. No. 87(C)/53)
Beerajn Ismal	Do.	(I. D. No. 88(C)/53)
Yousuf Kunhamed	Do.	(I. D. No. 89(C)/53)
Ouseph Manual	Do.	(I. D. No. 90(C)/53)
Beeran Bava	Do.	(I. D. No. 91(C)/53)
Kunhamarackker Kader	Do.	(I. D. No. 92(C)/53)
Abdul Rahiman Koya	Do.	(I. D. No. 93(C)/53)
George Thomas	Do.	(I. D. No. 94(C)/53)
K. M. Sulaiman	Do.	(I. D. No. 95(C)/53)
P. S. Mohamed	Do.	(I. D. No. 96(C)/53)
K. Sadasivan	Do.	(I. D. No. 97(C)/53)
M. Moideen	Do.	(I. D. No. 98(C)/53)
Aidru Abdul Khader	Do.	(I. D. No. 99(C)/53)
T. Bhaskaran	Do.	(I. D. No. 100(C)/53)
M. H. Mohamed	Do.	(I. D. No. 101(C)/53)
Mohamed Ali Abdu	Do.	(I. D. No. 102(C)/53)
Ammu Abdu	Do.	(I. D. No. 103(C)/53)
V. A. Amman	Do.	(I. D. No. 104(C)/53)
Augustine Devassy	Do.	(I. D. No. 105(C)/53)
Pareed Ibrahim	Do.	(I. D. No. 106(C)/53)
Aidru Kunhalan	Do.	(I. D. No. 107(C)/53)
Kunhamed Beerankutty	Do.	(I. D. No. 108(C)/53)
N. K. Bavoo	Do.	(I. D. No. 109(C)/53)
Abdu Hamced	Do.	(I. D. No. 110(C)/53)
Paily Philip	Do.	(I. D. No. 111(C)/53)
K. R. Bavu	Do.	(I. D. No. 112(C)/53)
Joseph Benjamin	Do.	(I. D. No. 113(C)/53)
T. A. Kunhamohamed	Do.	(I. D. No. 114(C)/53)
Vareed Ousphutty	Do.	(I. D. No. 115(C)/53)
John Peter	Do.	(I. D. No. 116(C)/53)
Achambi Joseph	Do.	(I. D. No. 117(C)/53)
Moosa Mammu	Do.	(I. D. No. 118(C)/53)
A. Kassim	Do.	(I. D. No. 119(C)/53)
P. B. Moideen	Do.	(I. D. No. 120(C)/53)
T. M. Alikutti	Do.	(I. D. No. 121(C)/53)
Kochangady Mamma	Do.	(I. D. No. 122(C)/53)
V. K. Ibrahim	Do.	(I. D. No. 123(C)/53)
K. A. Abdurahiman	Do.	(I. D. No. 124(C)/53)
A. K. Abdul Gaffoor	Do.	(I. D. No. 125(C)/53)
Uthiyarood Kurija	Do.	(I. D. No. 126(C)/53)
Mustafa Koya	Do.	(I. D. No. 244(C)/53)
Issac Pathrose	Do.	(I. D. No. 245(C)/53)

Kunhamed Moideen Stevedore Worker	I. D. No. 246(C)/53)
Mahomed Kassim	Do. (I. D. No. 247(C)/53)
Mannu Abdul Khader	Do. (I. D. No. 248(C)/53)
V. A. Mammo	Do. (I. D. No. 249(C)/53)
Mainkutti Mommed	Do. (I. D. No. 250(C)/53)
Bavanny Ayammu	Do. (I. D. No. 251(C)/53)
Mohamed Kutty Saidali	Do. (I. D. No. 252(C)/53)

## Petitioners

AND

Management, Malabar Spices and Company, Cochin

Respondents.

## AWARD

By G.O.H.R.2(345)I dated 13th October 1952, the Government of India, Ministry of Labour, New Delhi, referred to me for adjudication the dispute between certain employers at Port Cochin, and workers working in the Port.

2. The allegations in the several petitions are practically identical and they are to the effect, that the opposite party has contravened section 33-A of the Industrial Disputes Act, that the petitioners are stevedore workers and members of the Cochin Thuramukha Thozhilali Union, that the respondent is a party to the adjudication, that an interim award was passed and implemented from 2nd February 1952, that on 19th April 1953, the respondent employed new workers denying employment to the several applicants who are regular stevedore workers in contravention of the existing practice and in violation of the terms of the award, and that the opposite party should be directed to reinstate the discharged workmen and to compensate them for the loss sustained by them.

3. Common written statements have been filed by the opposite party and respondent, and it is alleged therein, that the workmen recruited to do stevedoring work are regular stevedore workers of the Port, that the terms of the interim award have been complied with, that stevedore labourers are casual workmen employed on a day-to-day basis seeking employment under more than one employer, that no question of reinstatement arises, that the petitioners were at no time workmen under the opposite party and that they are not entitled to any relief.

4. The issues that arise for determination are:—

1. Whether the several petitioners were at any time stevedore workmen under the opposite party?
2. Whether there is a contravention of Section 33-A of the Industrial Disputes Act?
3. To what relief including reinstatement and or compensation are the several petitioners entitled?

5. *Issues Nos. 1 and 2.*—These several petitions have been tried together at the request of parties and common evidence has been adduced in I.D. No. 83 (Central) of 1953 and the said evidence has been treated as evidence in the rest of the petitions. *Vide* Joint memo. Ex. W. 15.

6. These several petitions have been filed by the respective petitioners alleging, that the opposite party Messrs. Malabar Spices and Company, contravened Section 33-A of the Industrial Disputes Act pending adjudication of the main dispute I.D. No. 18 (Central) of 1951 in which a reference was made concerning the dispute between the Cochin Port Stevedores and workers working in the Port.

7. The contention on behalf of the several petitioners is, that Messrs. Malabar Spices and Company, as agents for the Steamship Company, Bharath Lines, have been carrying on stevedoring work through their agents and representatives M/s. Sorabji and Company, who themselves are parties to the proceedings as Employer No. 11. The contention of Mr. Raghavan on behalf of the several petitioners is, that they were employees of the opposite party, that they were unlawfully thrown out of service on 19th April 1953, in contravention of the existing practice and the terms of interim award (to which I shall refer later) and that they are entitled to reinstatement together with compensation for forced unemployment.

8. In the first place, it falls to be decided whether the several petitioners were stevedore workmen of the opposite party. The evidence of W.W. 1 Booravu Ismail is, that he was working as a stevedore worker with Malabar Spices and Company and that Sorabji and Company were the Stevedores. He was working as an ordinary worker for about 6 or 7 years prior to the date of the petition.

Like him about 50 or 60 persons were working. He was denied work from 19th April 1953. Likewise the other petitioners were not given work from 19th April 1953. New men were employed and these never worked on any day prior to 19th April 1953 as stevedore workmen. Mr. Raghavan, the Secretary of the Cochin Thuramukha Thozhilali Union deposes as W.W.2, that Messrs. Sorabji and Company were the stevedores for Malabar Spices and Company. Till 1954-1953 all the petitioners were working as the stevedore workmen of Messrs. Sorabji and Company and Malabar Spices and Company. The latter were agents for Bharath Line Steamers.

9. I shall next refer to the documents that have been filed on behalf of the petitioners. Ex. W. 1 is a letter, dated 19th April 1953, addressed by the Cochin Thuramukha Thozhilali Union to the Malabar Spices and Company, and it is stated therein, that stevedore work was going to be taken away from the hands of M/s. Sorabji and Company, and that the Malabar Spices and Company should consult the Union before effecting any change in the work or working conditions in the port. Ex. W. 2, dated 21st April 1953, is a letter sent to the Administrative Officer on behalf of the Union to the effect that M/s. Malabar Spices and Company took away the stevedoring contract from M/s. Sorabji and Company and entrusted it to some other new stevedores, that new men have been hired to defeat the usual labourers of the port, that this amounts to violation of the terms and conditions of the award, and that an order should be issued directing resumption of the existing practice. In Ex. W. 3, dated 24th April 1953, the Union stated, that on 20th April 1953 one of the employers Messrs. Malabar Spices and Company deviated from the existing practice and denied employment to the regular stevedore workers and employed other men. Ex. W. 4, dated 24th April 1953 is addressed to the Steamer Agents Committee, and it was reported therein, that Messrs. Malabar Spices and Company representing the Bharath Steamer Lines, had deviated from the existing practice of employing workmen and that they had employed fresh and new men instead. In Ex. W. 5 a letter, dated 22nd April 1953 addressed to the Conciliation Officer, it is alleged, that since the date of the reference to adjudication, the stevedore workers were grouped into 78 gangs, that these gangs were employed on rotation by the employers through their agents Messrs. Sorabji and Company and that this practice was in vogue for the past 1½ years. Ex. W. 6 is a reply sent on behalf of the Regional Labour Commissioner intimating the union that if section 33 of the Industrial Disputes Act had been violated suitable action may be taken under section 33-A of the Act.

10. Next, reference may be made to Ex. W. 7 to Ex. W. 13, and these show that Messrs. Sorabji and Company were carrying on stevedoring work on behalf of the Bharath Lines. Ex. s. W. 8, W. 9 and W. 10 and W. 12 are the communications that passed with reference to an accident sustained by one of the workmen while working on board "S. S. Bharathsena". These letters have been relied upon for purpose of proving that Messrs. Sorabji and Company were actually carrying on stevedoring work.

11. The petitioners' case as set out in paragraph 3 of the several petitions is, that Malabar Spices and Company as the agents of the Bharath Steamship Lines, were carrying on stevedoring work through their agents and representatives Messrs. Sorabji and Company, who themselves were a party to the reference as employer No. 11. Thus, it is sought to be made out that the stevedoring work was actually being done by the opposite party Messrs. Malabar Spices and Company. It is argued by Mr. Raghavan, that Messrs. Malabar Spices and Company are the mere successors of Messrs. Sorabji and Co., in the matter of stevedoring work, and that therefore they are bound in the same way as Messrs. Sorabji and Company in the matter of employment of the several petitioners who worked as the stevedore workmen of Messrs. Sorabji and Company prior to 19th April 1953.

12. The above position is, however, controverted on behalf of the respondents, and it is denied, that the petitioners were ever employed by them. The evidence of Mr. C. P. Ramachandra Menon who is a clerk in the Malabar Spices and Company is, that the Malabar Spices took over the stevedoring work of the Bharath Lines in April 1953. The Steamship Company itself gave them the stevedoring work. Before this, M/s. Sorabji and Company were doing stevedoring work with Bharath Lines and were having direct contract with the steamship Company. The Bharath Lines put an end to the stevedoring contract of Sorabji and Company, and gave the contract independently to M/s. Malabar Spices and Company. The latter did not take over from Sorabji's at all, but were appointed independently as stevedore contractors, direct by the Steamship Company. M.W. 1, further says, that at the time they were appointed stevedoring contractors, they did not know who were the workers working for Messrs. Sorabji and Company.

M.W. 1, makes it clear, that his company took up the stevedoring work of the Bharath Lines on 24th April 1953. Since then, his company has been employing only experienced stevedore workmen working in the Port. His company obtained a license from the port for doing stevedoring work after introduction of the new rules requiring licensing. M.W. 2 is one of the workers, working as stevedore worker in Malabar Spices and Company. His evidence proves, that he is an experienced stevedore worker working in the port from some time prior to April 1953. Exs. M. 1 to M. 3, have been filed to sustain this contention. It is made clear in his evidence, that he was formerly a member of the Cochin Thuramukha Thozhilali Union.

13. From the evidence, it is perfectly clear, that the contention on behalf of the petitioners, that they were employees and stevedore workmen of Messrs. Malabar Spices and Company prior to 20th April 1953 has not been established. On the contrary, the evidence shows, that at best they worked for Messrs. Sorabji and Company. The Malabar Spices and Company are not the successors in interest of Messrs. Sorabji and Company. No doubt, the former might have been the steamer agents of Messrs. Bharath Lines, but they had nothing to do with the stevedoring work, that was being carried on by Messrs. Sorabji and Company. The latter were doing stevedoring work not as agents of Malabar Spices, but directly as stevedore contractors for Messrs. Bharath Lines. The shipping Company put an end to the contract of Messrs. Sorabji and Company and entered into an independent contract with Malabar Spices and Company in the matter of stevedoring work. In the above circumstances, the case for the petitioners, that Messrs. Malabar Spices and Company were the stevedore contractors who got their work done through Messrs. Sorabji and Company and that therefore the petitioners can seek relief against Messrs. Malabar Spices and Company cannot be sustained.

14. The petitioners were not the workmen of Malabar Spices and Company at any time prior to 19th April 1953. At best they were employees of only Sorabji and Company. The petitioners cannot have any relief, if the new stevedore contractors, the Malabar Spices and Company employed such hands as they wanted after they were employed as stevedore contractors independently by the steamship Company. They came on the scene as stevedoring contractors only subsequent to 20th April 1953. I find, that the petitioners were not the employees or workmen of the opposite party at any time. In this view, it is clear, that they are not entitled to any relief against Messrs. Malabar Spices and Company.

15. In the second place, the petitioners contend, that a change was brought about in the conditions of their service, because the interim award was violated, and because the opposite party engaged new workers and denied work to the petitioners in contravention of the existing practice. The interim award referred to in the petitions, is dated 18th December 1951, and it appears to have been published in February 1952. It is alleged, in the several petitions, that the award was being implemented from 2nd February 1952, with the consent of all the employers. Since the date of implementation of the said award, the stevedore workers were grouped into 78 gangs each gang consisting of 18 men. From 19th April 1953 in violation of the terms of the award Malabar Spices and Company employed new men. Thus the second contention is, that the opposite party has violated the terms of the interim award, and that therefore there is a contravention of Section 33-A of the Industrial Disputes Act. This contention also cannot be sustained. It cannot be held, that Malabar Spices were a party to the interim award referred to above. M/s. Sorabji and Company were party to the award and they are shown as employer No. 11 in Schedule I of the reference, dated 19th July 1951. M/s. Malabar Spices and Company are shown as one of the employers in the reference, dated 8th November 1952, and in the said reference No. 115 is Malabar Spices and Company. The latter are not signatories to the compromise, and are not parties to the award which was passed in terms of the compromise. I have found above, that Messrs. Malabar Spices and Company are not the successors in interest of M/s. Sorabji and Company and are not bound by the interim award. The contention on behalf of the petitioners that the opposite party has contravened the terms of the award, and that therefore there is a contravention of Section 33 cannot be sustained. They cannot be held to be guilty of the non-implementation of the terms of an award to which they are not parties.

16. Again, Section 33-A contemplates a change in the conditions of service existing at the time of the reference. The petitioners case mainly relates to the fact that there has been a contravention of the terms of the interim award that was passed by consent of parties. The interim award was subsequent to the date

of the reference on 19th June 1951. There is no satisfactory evidence about the practice that existed prior to 19th July 1951. I fail to see how the Malabar Spices and Company who took over the stevedoring work of Bharath Lines from about 20th April 1953 and who are made parties only to the second reference, can be held to be guilty of a breach of the conditions that existed prior to 19th July 1951, the date of the first reference.

17. Looking at the matter from any point of view, it is not possible to hold, that the opposite party has contravened Section 33 of the Industrial Disputes Act. I find, that the petitioners were not stevedore workmen of the opposite party as alleged by them from prior to 19th April 1953 or at any other time and that there is no contravention of Section 33 of the Industrial Disputes Act.

18. *Issue No. 3.*—In view of my finding as above, the petitioners are not entitled to any kind of compensation or other relief.

19. In the result all the several petitions are dismissed. There will be no order as to costs.

20. An award is passed accordingly.

(Sd.) E. KRISHNAMURTHI,  
Industrial Tribunal at Madurai.

#### LIST OF WITNESSES EXAMINED

*For the Petitioners:—*

W.W. 1—Birayu Ismail.

W.W. 2—M. K. Raghavan.

*For the Respondents:—*

M.W. 1—C. P. Ramachandra Menon.

M.W. 2—Adam Khader.

#### LIST OF DOCUMENTS MARKED

*For the Petitioners:—*

Ex. W. 1—Letter dated 19th April 1953, from the Secretary, Cochin Thuramukha Thozhilali Union to the manager, Malabar Spices and Company, Mattancherry.

Ex. W. 2—Letter dated 21st April 1953, from the Secretary, Cochin Thuramukha Thozhilali Union to the Administrative Officer, Willingdon Island.

Ex. W. 3—Letter dated 24th April 1953 from the Secretary, Cochin Thuramukha Thozhilali Union, Cochin, to the Administrative Officer, Cochin Port.

Ex. W. 4—Letter dated 24th April 1953, from the Secretary, Cochin Thuramukha Thozhilali Union, Cochin, to the Convenor, The Steamer Agents Committee, Cochin.

Ex. W. 5—Letter dated 22nd April 1953 from the Secretary, Cochin Thuramukha Thozhilali Union, Cochin, to the Conciliation Officer (Central) Ernakulam.

Ex. W. 6—Letter No. L. Dis 253/53, dated 1st May 1953 of the Regional Labour Commissioner, Central, Madras, to the Secretary, Cochin, Thuramukha Thozhilali Union, Cochin.

Ex. W. 7—Letter dated 24th January 1953 from M/s. Sorabji and Company, Cochin, to the Secretary, Cochin Thuramukha Thozhilali Union, Cochin.

Ex. W. 8—Letter dated 6th September 1952 from M/s. Sorabji and Company, Cochin, to the Secretary, Cochin Thuramukha Thozhilali Union, Cochin.

Ex. W. 9—Letter dated 2nd August 1952 from M/s. Sorabji and Company, Cochin, to the President, Cochin Thuramukha Thozhilali Union, Cochin.

Ex. W. 10—Letter dated 9th August 1952 from President, Cochin Thuramukha Thozhilali Union, Cochin, to M/s. Sorabji and Company, Mattancherry.

Ex. W. 11—Letter dated 9th September 1952 from the President, Cochin Thuramukha Thozhilali Union, Cochin, to M/s. Sorabji and Company, Mattancherry.



- Ex. W. 12—Receipt dated 2nd August 1952 given by M/s. Sorabji and Company, Mattancherry.
- Ex. W. 13—Receipt dated 2nd August 1952 given by Messrs. Sorabji and Company, Mattancherry.
- Ex. W. 14—Order dated 28th January 1954 of the High Court of Judicature, Travancore Cochin State, Ernakulam in O.P. No. 106 of 1953 (certified copy).
- Ex. W. 15—Memo. dated 22nd February 1954 filed by Sri M. K. Raghavan, President, Cochin Thuramukha Thozhilali Union, before the Industrial Tribunal at Madurai.
- Ex. W. 16—Petition of the workers dated 16th August 1952 to the Secretary, Cochin Thuramukha Thozhilali Union, Mattancherry.

*For the Respondents:—*

- Ex. M. 1—Chit No. 1646 given by the Secretary, Cochin Thuramukha Thozhilali Union, Mattancherry, Cochin.
- Ex. M. 2—Chit containing particulars regarding date of registration and No. of registration of worker Adam Khader.
- Ex. M. 3—Certificate No. 492, dated 30th April 1953 given by the Secretary, Cochin Stevedores Association, Cochin, to worker Adam Khader.

[No. LR.2(345).]

E. KRISHNAMURTHI,  
Industrial Tribunal, Madurai.

*New Delhi, the 11th June 1954*

**S.R.O. 1983.**—In pursuance of clause (1) of article 243 of the Constitution of India, the President hereby directs that with effect from the 1st July 1954, the Administrator, Chandernagore, shall, subject to the control of the President and until further orders, exercise the powers and discharge the functions of the Central Government under the Indian Trade Unions Act, 1926 (XVI of 1926), in relation to trade unions whose objects are not confined to, and whose head office is situated, in Chandernagore.

[No. LR-1(10)/54.]

P. S. EASWARAN, Under Secy.

*New Delhi, the 14th June 1954*

**S.R.O. 1984.**—In exercise of the powers conferred by section 19 of the Employees' Provident Funds Act, 1952 (XIX of 1952), the Central Government hereby directs that the power exercisable by it under section 8 of the said Act to recover as an arrear of land revenue any amount due from employer in relation to a factory engaged in an industry in respect of which the appropriate Government is the Central Government on account of any contribution payable under the said Act or towards the cost of administering the provident fund payable by such employer under any scheme framed thereunder, shall also be exercisable within its jurisdiction by the Government of Madhya Bharat.

[No. CPF.516(55)/B/V.]

TEJA SINGH SAHNI, Under Secy.

## REGISTRAR JOINT STOCK COMPANIES

### NOTICE

*Shillong, the 27th April 1954*

In the matter of the Indian Companies Act, 1913 and in the matter of the Chitrawali Pictures Ltd., of Tezpur

**S.R.O. 1985.**—Notice is hereby given pursuant to Section 247(3) of the Indian Companies Act, 1913, that at the expiration of three months from the date of this notice, the name of the Chitrawali Pictures Ltd., will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved on the ground that it is not carrying on any business or is not in operation.

[No. 618-20-J.S.]

P. BORA,

Asstt. Registrar of Joint Stock Companies, Assam.

*Madras, the 8th May 1954*

In the matter of the Indian Companies Act, 1913 and The Observer Limited

PURSUANT TO SECTION 247(3)

**S.R.O. 1986.**—Whereas the company in its letters, dated 21st February 1954, 2nd April, 1954 and nil received on 5th May 1954, requested me to treat the company as defunct and remove its name from the register of companies.

And whereas it appears accordingly that The Observer Limited is not carrying on business or is not in operation;

Notice is hereby given pursuant to Section 247(3) of the Indian Companies Act, 1913 that unless cause is shown to the contrary before the expiration of three months from the date of this notice the name of the said company will be struck off the register and the said company dissolved.

[No. K.889/54.]

*Madras, the 29th May 1954*

In the matter of Indian Companies Act, 1913 and The Andhra Agencies Limited

NOTICE PURSUANT TO SECTION 247(5)

**S.R.O. 1987.**—With reference to the notice dated 11th February, 1954 published on page 430 of Part II Section 3 of the *Gazette of India*, dated 27th February 1954 the above company not having shown cause to the contrary within the time fixed, the name of the company has under section 247(5) of the Indian Companies Act, 1913 been struck off the register.

[No. K.2615/53.]

V. V. RANGANATHAN,  
Assistant Registrar of  
Joint Stock Companies, Madras.

*Tellicherry, the 30th May 1954*

In the matter of Indian Companies Act, 1913 and The Navabharatha Mills Limited

PURSUANT TO SECTION 247(3)

**S.R.O. 1988.**—Whereas the communications addressed to the Company at its registered office remain unanswered.

And whereas it appears accordingly that The Navabharatha Mills Limited is not carrying on business or in operation.

Notice is hereby given pursuant to Section 247(3) of the Indian Companies Act, 1913 that unless cause is shown to the contrary before the expiration of three months from the date of this notice the name of the said company will be struck off the register and the said company will be dissolved.

[No. 483-K.]

K. K. RAMAN,  
for Assistant Registrar of  
Joint Stock Companies, Tellicherry.

*Coimbatore, the 5th June 1954*

In the matter of the Indian Companies Act, 1913 and C. R. V. Chari and Co., Limited

NOTICE PURSUANT TO SECTION 247(5)

**S.R.O. 1989.**—With reference to the notice, dated 4th February 1954 published on page 405 Part II Section 3 of the *Gazette of India*, dated 20th February 1954, the above company not having shown cause to the contrary within the time fixed, the name of the company has, under Section 247(5) of the Indian Companies Act, 1913, been struck off the register.

[No. 2261-K.]

In the matter of the Indian Companies Act, 1913 and Presidency Printers Limited  
NOTICE PURSUANT TO SECTION 247(5)

**S.R.O. 1990.**—With reference to the notice, dated 9th February 1954 published on page 406 Part II, Section 3 of the Gazette of India, dated 20th February 1954 the above company not having shown cause to the contrary within the time fixed, the name of the company has, under Section 247(5) of the Indian Companies Act, 1913, been struck off the register.

[No. 4347-K.]

In the matter of the Indian Companies Act, 1913 and The Asoka Traders Limited  
NOTICE PURSUANT TO SECTION 247(5)

**S.R.O. 1991.**—With reference to the notice, dated 4th February 1954 published on page 405 Part II Section 3 of the Gazette of India, dated 20th February 1954 the above company not having shown cause to the contrary within the time fixed, the name of the company has, under Section 247(5) of the Indian Companies Act, 1913, been struck off the register.

[No. 2425-K.]

In the matter of the Indian Companies Act, 1913 and The New Indian Traders  
(Coimbatore) Limited

NOTICE PURSUANT TO SECTION 247(5)

**S.R.O. 1992.**—With reference to the notice, dated 4th February 1954 published on pages 405 and 406 Part II Section 3 of the Gazette of India, dated 20th February 1954, the above company not having shown cause to the contrary within the time fixed, the name of the company has, under Section 247(5) of the Indian Companies Act, 1913, been struck off the register.

[No. 2761-K.]

R. SRINIVASAN,

Asstt. Registrar of Joint Stock Companies, Coimbatore.

Trivandrum, the 7th June 1954

NOTICE

Indian Companies Act, Act VII of 1913

PURSUANT TO SECTION 247(3)

**S.R.O. 1993.**—Whereas from the fact that communications addressed to the Companies noted below at their Registered offices remain unanswered, it appears that the companies are neither carrying on business nor are in operation, it is hereby notified under sub-section 3 of section 247 of the Indian Companies Act, VII of 1913, that at the expiration of three months from the date of this notice the companies will, unless cause is shown to the contrary, be struck off the register and the said companies will be dissolved.

1. Engineering Supplies Ltd., Trivandrum.
2. Malabar Production Ltd., Alwaye.
3. The Development Trust Ltd., Kottayam.
4. The Bharat Enterprise Ltd.
5. Rajama and Company Ltd., Kottayam.

[No. L-1256/54.]

P. J. VERGHESE,

Registrar of Joint Stock Companies, Trivandrum.

Jaipur, the 9th June 1954

In the matter of the Indian Companies Act, VII of 1913 and of the Marwar  
Traders Ltd., Sambhar Lake

**S.R.O. 1994.**—Notice is hereby given pursuant to Section 247 of the Indian Companies Act, VII of 1913, that at the expiration of three months from the date hereof the name of the Marwar Traders Limited, Sambhar Lake, will, unless cause is

shown to the contrary be struck off the register and the said company will be dissolved.

[No. 4/Sab./921/J.S.C.]

In the matter of the Indian Companies Act, VII of 1913 and of the Jai Hind Mining Corporation Ltd., Bhilwara.

**S.R.O. 1995.**—Notice is hereby given pursuant to Section 247 of the Indian Companies Act, VII of 1913, that at the expiration of three months from the date hereof the name of Messrs, Jai Hind Mining Corporation Ltd., Bhilwara, will, unless cause is shown to the contrary, be struck off the register and the said company will be dissolved.

[No. 918/J.S.C.]

R. P. BHARGAVA, Registrar.  
Joint Stock Companies, Rajasthan, Jaipur.

*Bombay, the 11th June 1954*

In the matter of the Indian Companies Act, VII of 1913 and of the Navhind Pictures Limited

**S.R.O. 1996.**—Notice is hereby given pursuant to Section 247 of the Indian Companies Act, VII of 1913, that at the expiration of three months from the date hereof the name of the Navhind Pictures Limited will, unless cause is shown to the contrary, be struck off the register and the said company will be dissolved.

[No. 5629.]

In the matter of the Indian Companies Act, VII of 1913 and of the Property Improvement and Exchange Company Limited

**S.R.O. 1997.**—Notice is hereby given pursuant to Sub-section (5) of the Section 247 of the Indian Companies Act, VII of 1913, that the name of the Property Improvement and Exchange Company Limited has this day been struck off the register and the said company is hereby dissolved.

[No. 3206.]

In the matter of the Indian Companies Act, VII of 1913 and of the L. D. Seymour (Laboratories) Ltd.

**S.R.O. 1998.**—Notice is hereby given pursuant to Section 247 of the Indian Companies Act, VII of 1913, that at the expiration of three months from the date hereof the name of the L. D. Seymour (Laboratories) Limited will, unless cause is shown to the contrary, be struck off the register and the said company will be dissolved.

[No. 8561.]

In the matter of the Indian Companies Act, VII of 1913 and of the Upadhya & Co. Ltd.

**S.R.O. 1999.**—Notice is hereby given pursuant to Section 247 of the Indian Companies Act, VII of 1913, that at the expiration of three months from the date hereof the name of the Upadhya & Co. Limited will, unless cause is shown to the contrary, be struck off the register and the said company will be dissolved.

[No. 8557.]

In the matter of the Indian Companies Act, VII of 1913 and the Druck Farben Limited

**S.R.O. 2000.**—Notice is hereby given pursuant to Section 172(2) of the Indian Companies Act of 1913, that the Druck Farben Limited has been ordered to be wound up by an order of the High Court of Judicature at Bombay, dated 28th March 1952 and that the Court Liquidator has been appointed official Liquidator of the company.

[No. 7044.]

T. J. GONDHALEKAR,  
Registrar of Companies, Bombay.

*Hyderabad, the 12th June, 1954*

In the matter of section 247(4) of Indian Companies Act and in the matter of Deccan Oil Mills Limited

**S.R.O. 2001.**—Whereas it is believed that no liquidator is acting to wind up the affairs of the "Deccan Oil Mills Company Limited" 1183, Maklod Guda Secunderabad, notice is hereby given under Sub-Section (4) of Section 247 of Indian Companies Act, that at the expiration of three months from the date of this notice the name of the above company will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

[No. 1750.]

M. A. RASHEED,

Registrar Incharge, Joint Stock Companies, Hyderabad.

*Tiruchirappalli, the 7th June, 1954*

NOTICE PURSUANT TO SECTION 247(3)

In the matter of the Indian Companies Act, 1913 and The Radio Television Limited, Trichinopoly.

**S.R.O. 2002.**—Whereas communications addressed to the abovenamed company at its registered office are returned undelivered by Post Office:

And whereas it appears according to the letter, dated 8th February 1954 of the directors of the said company that the abovenamed company is not carrying on business and is not in operation.

Notice is hereby given, pursuant to section 247(3) of the Indian Companies Act, 1913, that, unless cause is shown to the contrary before the expiration of three months from the date of this notice, the name of the said company will be struck off the register and the said company will be dissolved.

[No. 218/54-K.]

S. ALAGIRISAMI CHETTIYAR,

Assistant Registrar of Joint Stock Companies, Tiruchirappalli.

## MINISTRY OF FINANCE

*New Delhi, the 7th June, 1954*

**S.R.O. 2003.**—In exercise of the powers conferred by the proviso to article 309 and, in relation to persons serving in the Indian Audit and Accounts Department, also by clause (5) of article 148 of the Constitution, read with articles 313 and 372 thereof and paragraph 19 of the Adaptation of Laws Order, 1950, the President, after consultation with the Comptroller and Auditor General as regards the persons referred to above, hereby directs that the following further amendment shall be made in the Fundamental Rules, namely:—

In clause (c) of rule 26 of the said Rules—

- (a) after the words "if he is reappointed to the lower post", the words "or is appointed or reappointed to a post on the same time scale of pay" shall be inserted; and
- (b) for the words "but who would have so officiated had he not been appointed to the higher post", the words "but who would have so officiated in such lower post or in a post on the same time scale of pay had he not been appointed to the higher post" shall be substituted.

H. F. B. PAIS, Dy. Secy.

*New Delhi, the 9th June, 1954*

**S.R.O. 2004.**—The following draft rules, which it is proposed to make in exercise of the powers conferred by section 28 of the Public Debt Act, 1944 (XVIII of 1944), are published as required by sub-section (1) of the said section for the information of persons likely to be affected thereby and notice is hereby given that the draft rules will be taken into consideration on or after the 12th July 1954.

Any objection or suggestion which may be received from any person with respect to the said draft rules before the date specified will be considered by the Central Government.

### DRAFT RULES

#### Rules under the Public Debt, Act 1944

(ACT XVIII OF 1944)

**1. Short title and application.**—(1) These rules may be called the Public Debt (Compensation Bonds) Rules, 1954.

(2) They shall apply to the areas to which the Public Debt Act, 1944 (XVIII of 1944), applies.

**2. Definitions.**—In these rules, unless the context otherwise requires—

- (1) "the Act" means the Public Debt Act, 1944 (XVIII of 1944);
- (2) "the Bank" means the Reserve Bank of India;
- (3) "Bond", other than an indemnity bond or a security bond, means a bond issued under rule 3;
- (4) "the Government", in relation to any bond, means the State Government issuing the bond;
- (5) "District Magistrate" means every person exercising all or any of the powers of a District Magistrate as defined under the Code of Criminal Procedure, 1898 (Act V of 1898), for the time being in force;
- (6) "instalment" means periodical payment of interest and a part of the principal amount as may be determined by the Government;
- (7) "Officer of the Bank" means the officer appointed by the Reserve Bank of India to perform the duties under the Act;
- (8) "Form" means a form as set out in the Schedule to these rules;
- (9) "Public Debt Office" means the office of the Reserve Bank of India on the books of which a bond is registered or may be registered;
- (10) "mutilated Bond" means a bond which has been destroyed, torn or damaged in material parts thereof and the material parts of a bond are those where—
  - (i) the number, description and the face value of the bond or payments of instalments are recorded, or;
  - (ii) the endorsement or the name of the payee is written, or
  - (iii) the renewal receipt is supplied;
- (11) "Defaced Bond" means a bond which has been made illegible or rendered undecipherable in material parts;
- (12) "Lost Bond" means a bond which has actually been lost and shall not mean a bond which is in the possession of some person adversely to the claimant.

**3. Form of bond issuable as Government Security under section 2(2)(b) of the Act.**—The Government may issue a bond in Form A or as near thereto as circumstances permit. Save as otherwise provided in these rules, a bond in such form shall be deemed to be a Government security for all the purposes of the Act.

**4. Transfer of bonds.**—(1) A bond shall be transferable by endorsement and delivery like a promissory note payable to order.

(2) No endorsement of a bond shall be valid unless made by the signature of the holder or his duly constituted attorney or representative inscribed on the back of the bond itself.

(3) No writing on a bond is valid for the purpose of negotiation if such writing purports to transfer only a part of the amount denominated by the bond.

(4) The treasury or sub-treasury, or any office of the Bank or the Public Debt Office may decline to accept a bond, endorsed in blank for any purpose, unless the endorsement in blank is converted into that in full before presentation.

**5. Payment of instalments.**—(1) Instalments on a bond may be made payable at any treasury or sub-treasury in the State concerned or at the Public Debt Office, subject to compliance by the holder with such formalities as the Public Debt Office may require and instalments shall accordingly be paid at such treasury or sub-treasury or Public Debt Office on presentation of the bond. The payee shall give a receipt in Form B. Where, however, instalments are payable at a place where a Public Debt Office is located, the bond shall, unless otherwise directed by the

Public Debt Office, be presented at the Public Debt Office which shall issue an instalment warrant in favour of the holder payable at the local office of the Bank or any agency thereof conducting Government treasury business or at a treasury. Notwithstanding anything contained herein, any instalment due on a bond, the instalments on which are payable at a treasury or sub-treasury may be paid by the Public Debt Office by an instalment warrant payable at such treasury or sub-treasury.

**6. Procedure when a bond is lost, etc.**—(1) When a bond is lost, stolen, destroyed, mutilated or defaced, the person entitled thereto may apply for the issue of a duplicate bond in the manner laid down in sub-rule (3) to the Public Debt Office at which the bond is registered with a statement showing particulars, such as number, amount and description of the bond.

(2) The Bank may by its order suspend payment of instalments on or the maturity value of the bond or postpone the making of any order under section 11 of the Act until the vesting order has been made.

(3) Every application for the issue of a duplicate bond in place of a bond which is alleged to have been lost, stolen, destroyed, mutilated or defaced, either wholly or in part, shall be accompanied by—

(a) a statement of the following particulars, namely:

- (i) the last half-year or year for which instalment has been paid;
- (ii) the persons to whom such instalment was paid;
- (iii) the person in whose name the bond was issued (if known);
- (iv) the place for payment of instalments at which the bond was for the time being enfaced;
- (v) the circumstances attending the loss, theft, destruction, mutilation or defacement; and
- (vi) whether the loss or theft was reported to the police.

(b) the Post Office registration receipt for the letter containing the bond, if the same was lost in transmission by registered post;

(c) a copy of the police report, if the loss or theft was reported to the police;

(d) where the last payment of instalment was not made by a warrant issued by the Public Debt Office, a letter signed by the officer of the treasury where instalment was last paid, certifying the last payment of instalment on the bond and stating the name of the party to whom such payment was made;

(e) if the applicant is not the holder in whose name the bond was originally issued, an affidavit sworn before a Magistrate testifying that the applicant was the last legal holder of the bond and all documentary evidence necessary to trace back the title to the original holder; and

(f) any portion or fragments which may remain of the lost, stolen, destroyed, mutilated or defaced bond.

(4) A duplicate of the letter sent to the Public Debt Office, but not of its enclosures, shall also be sent to the treasury where instalments are payable.

(5) The loss, theft, destruction, mutilation, or defacement of a bond, or a portion of a bond shall be further notified by the applicant in three successive issues of the official Gazette of the Government issuing the bond and if the loss, theft, destruction, mutilation, or defacement occurred at a place outside the State of the Government issuing the bond also in three successive issues of the official Gazette, if any, of the State in which such place is situated. Such notification shall be in the form following, or as nearly in such form as circumstances permit:—

“Lost” (“stolen”, “destroyed”, “mutilated”, or “defaced” as the case may be)  
“The                      Bond No.                      of the Government for Rs.  
originally standing in the name of                      and last endorsed to  
the proprietor, by whom it was never endorsed to any other person, having been  
lost (stolen, destroyed, mutilated, or defaced) notice is hereby given that payment  
of the above bond and the instalments thereupon have been stopped at the Public  
Debt Office, and that application is about to be made for the issue of a duplicate in  
favour of the proprietor. The public are cautioned against purchasing or other-  
wise dealing with the abovementioned bond.

Name of person notifying:

Residence:

(6) After the publication of the last notification prescribed in sub-rule (5) the Bank shall, if it is satisfied of the loss, theft, destruction, mutilation or defacement, of the bond and of the justice of the claim of the applicant, cause the particulars of the bond to be included in a list such as is referred to in rule 7 hereunder and shall order the Public Debt Office—

(i) if only a portion of the bond has been lost, stolen, destroyed, mutilated or defaced, and if a portion of the bond sufficient for its identification has been produced, to issue to the applicant, on the execution of an indemnity bond such as is hereinafter mentioned, a duplicate bond in place of that of which a portion has been lost, stolen, destroyed, mutilated or defaced on the expiry of such period not exceeding six months as the Bank may consider necessary from or immediately after the date of the publication of the said list; and

(ii) if no portion of the bond so lost, stolen, destroyed, mutilated or defaced, sufficient for its identification has been produced, to issue to the applicant, on the execution of an indemnity bond such as is hereinafter mentioned, a duplicate bond in place of the bond so lost, stolen, destroyed, mutilated or defaced one year after the date of publication of said list: provided that—

(a) if the date on which the final instalment of the bond is due for payment falls earlier than the date on which the said period of one year expires, or if the bond is notified for redemption before that date, the Bank shall pay all the outstanding instalments after the expiry of the said period of one year without issuing a duplicate bond; and

(b) if at any time before the issue of a duplicate bond, the original bond is discovered or it appears to the Public Debt Office for other reasons that the order should be rescinded, the matter shall be referred to the Bank for further consideration and in the meantime all action on the order shall be suspended.

(7) The Bank may, at any time prior to the issue of a duplicate bond, if it finds sufficient reason, alter or cancel any order made by the Bank under this rule and may also direct that the interval before the issue of a duplicate bond shall be extended by such period not exceeding one year as it may think fit.

(8) *Indemnity Bonds.*—(i) An indemnity bond, when executed under sub-rule (6) and not under rule 12 shall be for twice the amount of the instalments involved, that is to say, twice the amount of all back instalments accrued due on the bond plus twice the amount of all instalments to accrue due thereon.

(ii) The Bank may direct that such indemnity bond shall be executed by the applicant alone or by the applicant and one or two sureties as it may think fit, or that in lieu of furnishing personal sureties the applicant shall furnish collateral security in the shape of Government securities to be deposited with it for such amount and period as it may think fit.

**7. Publication of list.**—(i) The list referred to in rule 6 shall be published quarterly in the Official Gazette of the Government issuing the bond in the months of January, April, July and October or as soon afterwards as may be convenient.

(ii) All bonds in respect of which an order has been passed under rule 6 shall be included in the first list published next after the passing of such order and thereafter such bonds shall continue to be included in each of the succeeding lists published in the months of January and July or soon thereafter until the expiration of the period prescribed for the issue of duplicates.

(iii) The list shall contain, as far as possible, the following particulars regarding each bond included therein, namely, the description of the bond, the number of the bond, its value, the person to whom it was issued, the date from which instalments are due, the name of the applicant for a duplicate, the number and the date of the order passed by the Bank for payment of instalments or issue of a duplicate and the date of publication of the list in which the bond was first included.



**8. Determination of title by vesting order.**—Notwithstanding anything contained in rule 6, the title to a lost, stolen, destroyed, mutilated or defaced bond may be determined by the Bank by its order vesting title to the bond.

**9. Determination of a mutilated or defaced bond as a bond requiring renewal.**—It shall be at the option of the Bank to treat a bond which has been mutilated or defaced, as a bond requiring the issue of a duplicate under rule 6 or mere renewal under rule 14.

**10. When a bond is required to be renewed.**—(1) The holder of a bond may be required by the Public Debt Office to receipt the same for renewal in any of the following cases, namely:—

- (a) if only sufficient room remains on the back of the bond for one further endorsement or if any word is written upon the bond across any existing endorsement or endorsements;
- (b) if the bond is torn or in any way damaged or crowded with writing or unfit, in the opinion of the Public Debt Office;
- (c) if any endorsement is not clear and distinct or does not indicate the payee or payees, as the case may be, by name or in the case of office-holders, by office, or is made otherwise than in one of the endorsement cages on the back of the bond;
- (d) if the bond having been encased three times for payment of instalments is presented for re-encasement; and
- (e) if, in the opinion of the Public Debt Office, the title of the person presenting the bond for payment of instalment is irregular or not fully proved.

(2) When requisition for the renewal of a bond has been made under sub-rule (1), payment of any further instalments thereon may be refused until it is receipted for renewal and actually renewed.

**11. Procedure for making vesting order.**—(1) In cases to which section 9, 10 or 12 of the Act applies, the Bank may determine the person in the manner hereunder as being entitled in its opinion to the bond and may by its order vest title in such person accordingly.

(2) The person claiming to be entitled to a bond shall apply to the Bank and adduce documentary evidence in support of his claim.

(3) On receipt of the application by the Bank, the Bank if it contemplates making a vesting order under the Act—

- (i) may suspend payment of instalments on or the maturity value of the bond or postpone the making of any order under section 11 until the vesting order has been made;
- (ii) may, if it considers proper, request a District Magistrate to record or to have recorded the whole or any part of such evidence as any person whose evidence the Bank requires may produce or direct one of its officers to record such evidence or may receive evidence upon affidavit.

(4) The Bank shall thereafter give notice in writing to each claimant of whom it has knowledge, stating the names of all other claimants and the time when and the officer of the Bank by whom the determination of title will be made.

(5) On the date and at the time fixed in the notice referred to in sub-rule (4) above, the officer shall—

- (i) examine the evidence adduced by the parties;
- (ii) hear the parties affected and record such evidence as they adduce.  
No further evidence shall be recorded or entertained in cases where—

(a) the District Magistrate has been requested to record or to have the evidence recorded, or

(b) the Bank has directed one of its officers to record the evidence; and

(iii) determine the issue as to who is entitled to the bond.

(6) After determination of the issue by the officer, the Bank shall give notice in writing to each claimant of the determination so made.

(7) The notices prescribed in sub-rules (4) and (6) above shall be published in three successive issues of the Official Gazette of the Government as soon as possible after the date on which they are respectively issued.

(8) On the expiry of six months from the issue of the notices referred to in sub-rule (7), the Bank may make an order vesting the bond in the person found by the Bank to be entitled thereto.

**12. Indemnity Bonds.**—In cases to which section 9, 10 or 12 of the Act applies, the Bank may require any person considered by the Bank as being entitled to a bond to execute a security bond in Form C, with one or more sureties or to furnish security not exceeding twice the value of the subject-matter of the order, to be held at the disposal of the Bank to pay to the Bank or to any person to whom the Bank may assign the security bond or security in furtherance of sub-section (2) of section 16 of the Act, the amount thereof.

**13. Provision for recognition of title to bonds held by Managing Member of Hindu Joint Family subject to Mitakshara Law.**—The certificate required under the proviso to section 7 of the Act shall be a certificate signed by the District Magistrate after such enquiry (if any) as may in his opinion be necessary to determine the matters in question referred to therein.

**14. Receipt for renewal etc.**—(1) Subject to any general or specific instructions of the Bank, the Public Debt Office may, by its order, on the application of the holder, renew or consolidate a bond or bonds, provided that the bond or bonds has or have been receipted in Form D or E, as the case may be.

(2) Sub-division of a bond or bonds will not be allowed except on an order made by the Bank in its discretion. If sub-division is permitted, the bond or bonds tendered for sub-division shall be receipted in Form F.

(3) The Public Debt Office may, under any of the sub-rules of this rule, require the applicant to execute a security bond in Form C with one or more sureties approved by the Public Debt Office or to furnish security not exceeding twice the value of the subject-matter of the order, to be held at the disposal of the Bank, to pay to the Bank or to any person to whom the Bank may assign the security bond or security in furtherance of sub-section (2) of section 16 of the Act, the amount thereof.

**15. Discharge of bond.**—(1) When the last instalment on a bond becomes due for payment or the bond is notified for redemption it shall be presented at the office at which the instalment on the bond is payable or at the Public Debt Office and signed by the holder on its reverse.

(2) If the Public Debt Office is of the opinion that a doubt exists relating to the title to a bond, it may require the claimant to execute a security bond in Form C with one or more sureties approved by the Public Debt Office, or to furnish security not exceeding twice the amount of instalments involved to be held at the disposal of the Bank, to pay to the Bank or to any person to whom the Bank may assign the security bond or security the amount thereof.

**16. When executant of a document or maker of an endorsement is unable to write.**—(1) If any person, by whom any document relating to a bond is to be executed or by whom an endorsement is to be made on a bond satisfies a Magistrate that he is for any reason unable to write, and that the effect of the document or endorsement is fully understood by him, and that he is the person whom he represents himself to be, such Magistrate may, at the request of that person and subject to the provisions of this rule, execute the document or sign the endorsement on his behalf.

(2) Where any such document is to be executed or an endorsement signed by a Magistrate under this rule on behalf of any person, the Magistrate shall execute the document or sign the endorsement in the presence of that person, and shall enter below his own signature a certificate to the effect that the document was executed, or the endorsement signed, as the case may be, at the request of that person, after having been previously read over to the latter, and that he is satisfied that the effect of the document or the endorsement is fully understood by such person.

(3) Nothing in the above sub-rules shall preclude the Bank from acting upon the execution of a document relating to a bond or on an endorsement thereon in a manner otherwise than referred to above, provided the Bank is satisfied as to the genuineness and validity of the execution of the document or endorsement on the bond.

**17. Application for grant of information.**—(1) Any person requiring information regarding a bond in the custody of the Public Debt Office may apply to that office in writing stating the form in which the information is required.

(2) Every such application shall state with precision the particulars (namely the number, description and the face value) of the bond and shall contain a statement of the purpose for which the information is required and of the interest of the applicant in the bond. If any of the above particulars are not known to the applicant, the Bank may on application in writing being made to it, direct the Public Debt Office, at its discretion, to supply the required particular or particulars, if available, to the applicant subject to such conditions and on payment of such fees, if any, as it may prescribe.

**18. Disposal of application for grant of information or inspection.**—The following provisions shall be observed in dealing with applications under rule 17:—

(1) If the application asks for any information in respect of a bond which has been renewed, consolidated, or sub-divided otherwise than in the name of the person who has renewed, consolidated or sub-divided the bond or asks for inspection of such bond, or any register or book kept or maintained in the Public Debt Office in respect thereof or of any entry of such bond in such register or book, the application shall be refused. The register or the book shall mean the register or the book in which the bond is entered, registered or referred to.

(2) If the applicant asks for inspection or information in respect of a bond which has been cancelled on payment of the amount due in respect thereof, it shall be referred to, and disposed of under the orders of the Bank.

(3) In any other case the Public Debt Office may subject to the provisions hereinafter contained, grant a certified copy of any endorsement on a bond or of any entry in any register or book maintained or kept by that office relating to any bond, on being satisfied that the bond in question has stood in the name of the applicant, or of a person in whom the applicant has a representative interest, and further that the applicant has a *bona fide* interest in the bond in respect of which the application is made:

Provided that if the bond has been cancelled for payment of the amount due in respect thereof, no copy of any endorsement thereon shall be granted which purports to give a title subsequent to the termination of the applicants interest in the bond.

(4) The Public Debt Office may, under a special order of the Bank, supply any information regarding a bond referred to in sub-rules (2) and (3) which is directed to be supplied by such an order.

(5) If an applicant asks for—

(a) any information from the record of the Public Debt Office or the Bank in connection with a bond,

(b) a copy of any document from the record, and

(c) inspection of any record generally or any document or documents specifically,

the application shall be referred to and disposed of subject to the provisions of sub-rule (1) of this rule under the order of the Bank.

(6) If the application relates to the grant of permission for inspection of an instalment warrant or of information relating to payment of instalments for a specific period, the application may be granted by the Bank provided the applicant was the person to whom instalments were paid.

(7) No information from any document or record in respect of the proceedings instituted by the Bank under section 12 of the Act shall be granted by the Bank.

**19. Indemnity Bond and fees in connection with grant of information or inspection.**—(1) Every applicant shall, before any information is supplied or permission for inspection granted to him, execute a bond of indemnity as nearly as may be in Form G for the amount as hereinafter mentioned—

(a) the bond of indemnity for grant of information or inspection under any of the sub-rules (1) to (4) of rule 18 shall be for twice the amount of the instalments paid on the bond or bonds from the date of issue, and

(b) the bond of indemnity for grant of information or of permission for inspection under sub-rules (5) and (6) of rule 18 shall be for such amount as may be determined by the Bank.

(2) Every applicant shall, before any information is supplied to him under rule 17 or 18, pay a fee of Re. 1 for each bond in respect of which any information is supplied and a fee of Re. 1 shall be paid for each certified copy granted under Rule 18.

(3) The Bank may waive the execution of a bond of indemnity or may forego the fees either wholly or partly payable to the Bank under sub-rule (2) above, or may do both.

**20. Fees.**—The following fees shall be paid in respect of applications under section II of the Act, namely:—

For each renewed, consolidated, sub-divided or duplicate bond, 4 annas per cent. if the face value of the new bond does not exceed Rs. 400, and Re. 1 if the new bond exceeds that sum.

#### FORM 'A'

(See Rule 3)

#### *Form of Bond issued under Rule 3*

The Governor/Rajpramukh of ..... hereby promises to pay to ..... at any treasury in the ..... Rs. .... only together with interest accruing thereon at the rate of ..... per cent. per annum in equated yearly/half-yearly instalments on the.....day of..... and ..... every year during the period of ..... years from the ..... day of ..... or earlier at the absolute option of the Governor/Rajpramukh of ..... subject to the provision of the..... and the rules framed thereunder.

Dated the ... day of .....

Manager,  
Reserve Bank of India, Public Debt Office.

FOR AND ON BEHALF OF THE GOVERNOR/RAJPRAMUKH OF .....

Governor,  
Reserve Bank of India.

FORM 'B'  
(See Rule 5)

Receipt for equated annual/half yearly instalments on .....

Received from the Government Treasury at .....instalments due on .....as follows:—

No. of Bond	Amount of each Bond	Amount of yearly/half yearly instalment		Number of yearly/half yearly instalment due	Total amount due		Date upto] which instalment is due.	Name of the holder of the Bond.
		Principal Rs. As. Ps.	Interest Rs. As. Ps.		Principal Rs. As. Ps.	Interest Rs. As. Ps.		

Deduct Incometax at .....  
pies .....

Surcharge . . . . .

Net Amount payable . . . . .

Total Rupees . . . . .

Total received (in words).....

Signature

(State whether holder or holder's attorney or administrator).

## FORM 'C'

(See Rule 12)

*Security Bond*

This Agreement is made on the ..... day of .....  
Between ..... son of ..... resident of ..... of the one  
part and the Reserve Bank of India of the other part.

Whereas I/we am/are represent the true and law owner/s of the .....  
Bonds specified in the Schedule "A" hereto annexed.

And whereas I/we have applied to the Reserve Bank of India, Public Debt  
Office, ..... for ..... of the said Bonds and the said Bank  
has consented so to do upon my/our giving security of Rs. .... to meet a  
claim by a rightful owner to the said Bonds in case there shall be such a claim.

Now these Presents witness that in pursuance of the aforesaid agreement  
I/we hereby oblige myself/ourselves to make good the claim of the rightful  
owner in respect of the said Bonds and I/we hereby further agree that this  
security bond may be held by the said Bank and the said Bank may assign the  
security Bond to the rightful owner of the said Bonds.

In witness whereof I/we have subscribed my/our name/names.....  
day of .....

Signed by the within  
mentioned in the  
presence of

Principal.

I/We ..... Between ..... son of ..... resident  
of ..... hereby undertake to make good any claim to the rightful  
owner of the Bonds mentioned in the schedule hereto in case the principal/  
principals makes/make default in payment of the claim by virtue of the above  
agreement.

Signed by the within  
mentioned in the  
presence of

Surety.

## SCHEDULE "A" REFERRED TO IN THE SECURITY BOND

Nature and description of the Bond	Number	Date of issue	Amount

## FORM 'D'

(See Rule 14)

*Form of Indorsement for Renewal of a Bond*

Received in lieu hereof a renewed bond payable to (name of holder), with  
instalments payable at ..... Treasury.

Signature of the holder/duly authorised representative of (name of  
holder) .....

## FORM 'E'

(See Rule 14)

*Form of Indorsement for Consolidation of Bonds*

Received in lieu hereof a new bond payable to (name of holder) for Rs. .... by consolidation with bond or bonds Nos. .... (mentioning the numbers and amounts of the other bonds desired to be consolidated with it) with .... instalments payable at .... Treasury.

Signature of the holder/duly authorised representative of (name of holder) .....

## FORM 'F'

(See Rule 14)

*Form of Indorsement for Sub-division of a Bond*

Received in lieu hereof .... bonds for Rs. .... respectively, payable to (name of holder), with instalments payable at .... Treasury.

Signature of the holder/duly authorised representative of (name of holder) ....

## FORM 'G'

(See Rule 19)

*Form of Indemnity Bond*

Whereas I/We ..... son of ..... resident of ..... (and ..... son of ..... resident at ..... claim to be entitled .....).

(Here state in what capacity claim to the bonds is made) to the Bond(s) specified in the schedule hereunder written and have represented to the Reserve Bank of India, Public Debt Office, ..... that the said Bond(s) has/have been ..... and have applied to the Reserve Bank of India, Public Debt Office, ..... for an inspection of the said Bond(s) and also for all other information and particulars respecting the said Bond(s) and whereas the Reserve Bank of India, Public Debt Office, ..... has agreed to give inspection and to afford to me/us all information and particulars affecting the said Bond(s), I/we oblige myself/ourselves my/our heirs and assigns whatsoever.

(To be omitted if bond taken from one person only) (jointly and severally) to guarantee and defend and relieve the Reserve Bank of India, Public Debt Office, ..... and the Government to the extent of Rs.\* ..... from all and any claim, question and expenses which may be raised against or incurred by the Reserve Bank of India, Public Debt Office, ..... or the Government in reference to the said Bond(s).

In witness hereof I/we have subscribed my/our name(s) this ..... day of .....

Signed by the within mentioned in the presence of .....

Applicant's Signature

The Schedule referred to in the foregoing Bond.

\*Double the amount of the instalments paid thereon since the respective dates of issue.

[No. F.8(35)-B/53.]

H. S. NEGI, Dy. Secy.

(Department of Economic Affairs)

New Delhi, the 10th June, 1954

**S.R.O. 2005.**—In pursuance of clause (a) of sub-section (1) of section 10 of the Industrial Finance Corporation Act, 1948 (XV of 1948), the Central Government hereby nominates Shri Khandubhai K. Desai, M.P. to be a Director on the Board of Directors of the Industrial Finance Corporation.

[No. F.2(13)-FIII/54.]

*New Delhi, the 14th June, 1954*

**S.R.O. 2006.**—In pursuance of clause (a) of sub-section (1), read with sub-section (4), of section 8 of the Reserve Bank of India Act, 1934 (II of 1934), the Central Government hereby reappointed Shri B. Rama Rau as the Governor of the Reserve Bank of India for a term of one year with effect from the 1st July, 1954.

[No. F.3(II)-F.1/54.]

*New Delhi, the 15th June, 1954*

**S.R.O. 2007.**—In exercise of the powers conferred by clause (iv) of sub-section (1) of section 28 of the Imperial Bank of India Act, 1920 (XLVII of 1920), the Central Government hereby nominates Dr. J. P. Niyogi, Pt.D. (London), Dean of Faculty of Arts and Head of the Department of Economics, Calcutta University, Calcutta, not being an Officer of the Government, to be a Director of the Central Board of the Imperial Bank of India, *vice* Shri S. K. Sinha, resigned.

[No. F.8(1)-FI/54.]

**S.R.O. 2008.**—In exercise of the powers conferred by section 53 of the Banking Companies Act, 1949 (X of 1949) and rule 16 of the Banking Companies Rules, 1949, the Central Government, on the recommendation of the Reserve Bank of India, hereby declares that the provisions of section 31 of the said Act and rule 15 of the said Rules shall not apply to the under noted banking Companies in so far as they relate to the publication of their balance sheets and profit and loss accounts for the period ended the 31st December, 1953, together with the auditors' report in a newspaper, namely:—

1. Madapally Sri Vilasam Bank Ltd., Mundakayam.
2. Lakshmi Banking Corporation Ltd., Pudukkottai.

[No. F.4(103)-F.1/54.]

#### CORRIGENDUM

**S.R.O. 2009.**—In the Ministry of Finance, Department of Economic Affairs. Notification of even number dated 22nd May, 1954, published in the *Gazette of India* (Part II-Section 3) dated 29th May, 1954, under No. S.R.O. 1696, read "Dr. Dady Rustomji Banaji, M.A., LL.B. D.Litt." for "Dr. Dady Rustomji Babaji, M.A., LL.B., D.Litt."

[No. F.4(177)-F.1/53.]

K. P. BISWAS, Under Secy.

*New Delhi, the 11th June, 1954*

**S.R.O. 2010.**—In exercise of the powers conferred by the proviso to article 309 of the Constitution and, in relation to persons serving in the Indian Audit and Accounts Department, by clause (5) of article 148 of the Constitution, the President, after consultation with the Comptroller and Auditor General in so far as the above mentioned persons are concerned, hereby directs that the following further amendments shall be made, and shall be deemed to have been made with effect from the 16th September, 1953, in the Civil Service Regulations, namely:—

In the said Regulations—

I. In Rule 1 below article 38 the words 'and pensions' shall be omitted and the following shall be added at the end of the Rule, namely:—

"It is treated as 'emoluments' for pension in the circumstances indicated in clause (b) of article 486."

II. For clause (b) of article 486 the following clause shall be substituted, namely:—

"(b) Personal allowance, which is granted (i) in lieu of loss of substantive pay in respect of a permanent post other than a tenure post, or (ii) with the specific sanction of the Government of India, for any other personal considerations.

NOTE.—'Personal Pay' granted in lieu of loss of substantive pay in respect of a permanent post other than a tenure post shall be treated as personal allowance for the purpose of this article. 'Personal pay' granted on any other personal considerations shall not be treated as personal allowance unless otherwise directed by the President."

[No. F.15(28)-E.V./53.]

K. S. GANAPATI, Dy. Secy.



(Department of Economic Affairs—Office of the Treasurer of Charitable Endowments for India.)

New Delhi, the 19th June, 1954.

**S.R.O 2011.**—A list of properties and a list and abstract account of securities held by the Treasurer of Charitable Endowments for India under the Charitable Endowments Act, 1890 (VI of 1890), for the year 1953-54, are published for general information.

PART I

*List of properties other than Securities*

Serial No.	Particulars of vesting order		Name of Endowment	Administrators of Property	Property held		Annual income if known	Remarks
	No.	Date			Description	Value		
1	2	3	4	5	6	7	8	9
<b>BOMBAY</b>								
<i>" Victoria Buildings".</i>								
1	G.I.H.D. Education No. 433.	27th May 1909.	The Indian Institute of Science.	The Collector of Bombay, Sir Rahimtullah Meherali Chinoy, Kt., and Mr. Naval H. Tata.	All that piece of freehold, situated in the Fort on the eastern side of Parsi Bazar Street, at or near the Elphinstone Circle with the messuage, tenements, buildings thereon known as 'Victoria buildings', containing by admeasurement 482 3/4 sq. yards or thereabouts.	Not known	Non known	
2 & 3	Do.	Do.	Do.	Do.	<i>" Albion Place and Alexandra Terrace".</i> —All that piece of land, situated at Byculla on the eastern side of Parel Road with the messuage, tenements	Do.	Do.	

1	2	3	4	5	6	7	8	9
					and buildings thereon, with their outhouses and stables known as 'Albion Place and Alexandra Terrace' containing by admeasurement 11,104 square yards or thereabouts.			
4 & 5	GIHD Education No 433	27th May 1909	The Indian Institute of Science	The Collector of Bombay, Ssr Rahimtulah mehhrali Chfnoy Kt. and Naval H. Tata.	"Reay House" and "Sandhurst House".—All that piece or parcel of leasehold land, situated on the Apollo Reclamation, in the Island of Bombay, containing by admeasurement 2004 8/9 square yards, with the two buildings thereon, known as "Reay House" and "Sandhurst House".	Not known	Non known	
5 & 6	Do.	Do.	Do.	Do.	"Roosevelt or Ezra House".—All that piece or parcel of leasehold land, situated on the Apollo-Reclamation, containing by admeasurement 533 square yards and 3/9 of another square yard with the buildings thereon, known as 'Roosevelt House or Ezra House', and secondly all that piece of leasehold land also situated on the Apollo Reclamation, in the Island of Bombay, containing by admeasurement 573 square yards and 3/5 of another square yard.	Do.	Do.	
7 & 8	Do.	Do.	Do.	Do.	"Sargent House" and "Jenkins House".—All that piece or parcel of land situated on the Apollo Reclamation, in the Island of Bombay, containing	Do.	Do.	

by admeasurement 3,487-2/9 square yards, with the buildings thereon, known as "Sargent House and Jenkins House".

9 & 10	Do.	Do.	Do.	Do.	" <i>New Shamji Buildings now known as Station Terraces, Steator Road</i> ".—All that piece of land of Foras tenure, admeasuring 2,290 square yards or thereabouts, with the several messuages, tenements or dwelling houses, known as 'New Shamji Buildings. Extension now known as the Station Terraces situate on the South side of the Steator Road, Bombay'.	Do.	Do.	
11	Do.	Do.	Do.	Do.	" <i>Candy House</i> ".—All that piece of leasehold land, situated on the Apollo Reclamation in the Island of Bombay, containing by admeasurement 488-8/9 square yards, known as 'Candy House'.	Do.	Do.	
12 & 13	Do.	Do.	Do.	Do.	" <i>Land near Albion Place and Alexandra Terrace</i> ".—All that piece of land containing by admeasurement 8,570 square yards or thereabouts registered by the Collector of Bombay with other land situated at Byculla on the eastern side of Parel Road in the city of Bombay, together with messuages, tenements and dwelling houses standing thereon known as 'land near Albion Place and Alexandra terrace'.	Do.	Do.	107-8/9 sq. yards acquired by the Land Acquisition Officer for the city of Bombay.

1	2	3	4	5	6	7	8	9
14	G.I.H.D. Education No. 433.	27 May 1909	The Indian Institute of Science.	The Collector of Bombay, Sir Rahimtullah Mehrali Chinoy, Kt., and Mr. Naval H. Tata.	<p align="center">“Land at Parel Tank Road”.</p> <p><i>Firstly</i>—All that piece of land admeasuring 67,057 square yards or thereabouts whereof 7,021 square yards is Government Toka land and 2,189 square yards is recently assessed Government land and remaining is Inam land situated at Parel on the public Road, leading to Parel Government tank, known as land at Parel Tank Road (Wageshri Hill).</p> <p><i>Secondly</i>—All that piece of vacant Inam land admeasuring 6,005 square yards or thereabouts situated at Parel.</p> <p><i>Thirdly</i>—All that piece of vacant land of the Government Toka tennure containing by admeasurement 1,058 square yards or thereabouts situated at and on the south side of Golangi Hill Road at Parel in the city of Bombay.</p> <p><i>Fourthly</i>—All that piece of vacant Government Toka land containing by admeasurement 566 square yards or thereabouts situated at and on the south side of Golangi Hill Road at Parel in the city of Bombay.</p> <p><i>Note</i>.—Some of the buildings have been proposed for sale but the sale has not been completed <i>vide</i> Government of India, Deptt. E. H. and Lands express letter No. D-268-EII/45, dated 15-6-45.</p>	Not known	Not known	Out of 74,686 sq. yards 15,575-80 square yards acquired by Government under land Acquisition Act for the construction of the work of the Tata Hydro-electric Power and Supply Co. Ltd., in connection with its transmission lines & 37,471-52 square yards subsequently acquired in 1922 by the Land Acquisition Officer.

## UTTAR PRADESH\*

Govt. of U.P. Education Deptt. Notification No. 602/XV-201 and 808 G/SV/619, 1923.	2 April 1918 and 29 Nov. 1923 respectively.	Giraundi Kayastha Pathsala Endowment trust, Mirzapur.	A Committee consisting of the Collector, Mirzapur an <i>Ex-Officio</i> Chairman and Executor of the estate of the late Munshi Bindeshwari Prasad, Pleader.	(a) Three houses situated in Mohalla Welesley gunj, distt. Mirzapur bounded as follows— (1) South—House of Shri Piarelal, North—House of Musammat Jhunna, West—Government Road, East—House of Shri Sumer Sonar.	600	0	0
				(2) South—House of Munshi Bindeshwari Prasad, Vakil, North—Mosque, West—House of Shri Rameshwar Teli, East—Road.	600	0	0
				(3) South—House of Shri Budhan, North—House of Munshi Bindeshwari Prasad, Vakil, West—House of Musammat Umrao, East—Road.	600	0	0
				(b) Whole of Mauza Giraundi, Pargana Bhuil, Tehsil Chunar, Mirzapur District.	6,483	14	7
				(c) A grove situated in Mauza Giraundi, Tehsil Chunar, Mirzapur District.	600	0	0
				(d) Pathshala in Mauza Giraundi, Tehsil Chunar, District Mirzapur situated in the grove mentioned in (c) above.	50	0	0
				(e) One bigha, 12 biswas of maufi land and a grove of 18 biswas.	172	8	0

\*Represents accounts for the year ending 30th September 1953.



PART II—contd.  
List and abstract account of securities—contd.

Case No.	Name of Endowment	Securities				Cash receipts			Cash disbursement		Balance in cash	Remarks
		3% Loan of 1970-75	3% Conversion Loan 1946	3% Victory Loan 1957	Total of Securities	Interest or dividend realised	Other cash receipts	Total cash receipts	Payments			
1	2	13	14	15	16	17	18	19	20	21	22	
INDIA												
1	Merchant Seamen's Amenities Fund.	...	1,49,100	...	7,09,100	22,824 0 0	...	22,824 0 0	22,824 0 0 (A)	...	...	(A) Includes Rs. 118/14/- for fees paid to Government.
2	Khandwara State Trust Fund	...	...	26,000*	26,000	†	...	...	...	...	...	*Excludes securities amounting to Rs. 4,600. received during 1954-55. †Interest on the securities has not been shown in the accounts as it was collected by the Imperial Bank of India, New Delhi and not by the Treasurer.
BOMBAY												
1	The Indian Institute of Science (Bangalore properties)	...	30,200	...	4,66,300	21,446 10 0	...	21,446 10 0	21,446 10 0	Nil	...	
2	Do. (Bombay properties)	2,75,400	20,22,800	...	56,47,900	2,01,877 0 0	79 5 11	2,01,956 5 11	2,01,877 0 0	79 5 11	...	
3	Pakirji Cawasjee of Karachi Scholarship Fund.	...	60,000	...	60,000	1,790 10 0	...	1,790 10 0	1,790 10 0	Nil	...	
Case No.	Name of Endowment	Person on whose behalf held	Particulars of Securities					Cash receipts		Cash expenditure		Balance in cash
			4% 1960-70	G.P. Note <sup>a</sup>	3% 1970-75	3% Conversion Loan 1946	Total of Securities	Interest or dividend realised	Other cash receipts	Total cash receipts	Payments	
1	2	3	4	5	6	7	8	9	10	11	12	13
WEST BENGAL												
1	The Indian People's Famine Trust.	Board of Management, New Delhi.	...	...	...	32,78,400	32,78,400	98,352 0 0	...	98,352 0 0	{ 97,839 12 0 512 4 0 (A)	...
2	The Jewish Charitable Endowment.	Mussa Board, Calcutta	55,600	...	...	38,000	93,600	13,421 0 0	...	13,421 0 0	{ 13,351 1 0 69 15 0 (A)	...

(A) Fees for interest collected.

1	2	3	4	5	6	7	8	9	10	11	12	13
3	The Fund for the medical relief of officers and seamen of Mercantile Marine.	Civil Surgeon and Secretary General, Hospital Trust Fund Committee, Chittagong, East Pakistan.	...	...	...	10,000	10,000	...	744 4 0 (B)	744 4 0	...	744 4 0
BIHAR												
1	The Woodhouse Memorial Fund.	The Collector of Bhagalpur.	...	1,100	...	...	1,100	33 0 0	...	33 0 0 {	32 14 0 0 2 0(A)	...
2	The Raja Raghumandan Prasad Trust Fund.	The Honorary Treasurer of the Bihar Society for Prevention of Cruelty to Animals, Patna.	...	1,600	...	...	16,00	48 0 0	...	48 0 0 {	47 12 0 0 4 0(A)	...
3	The Sir Fakhruddin Memorial Gold Medal Fund.	The Director of Public Instruction, Bihar.	...	1,100	...	...	1,100	33 0 0	...	33 0 0 {	32 14 0 0 2 0(A)	...
MADHYA PRADESH												
1	Balaramdas Technical Scholarship Fund.	Committee consisting of the Divisional Superintendent of Education, Raipur and the Sub-Divisional Officer, Rajnandgaon.	...	...	1,400	7,200	8,600	257 5 6	...	257 5 6	257 5 6(C)	...
2	The Bhopal Girl's School Endowment Fund.	(i) H. H. The Ruler of Bhopal for the time being (ii) Shri Mahabir Prasad Verma formerly Judge of the Bhopal High Court (iii) Shri Mohammad Ahmed Ansari formerly Judge of the Bhopal High Court.	...	...	...	9,24,400	9,24,400	27,662 8 0	...	27,662 8 0	27,662 8 0(C)	...
3	The Bhopal Sulemania and Jahangiria School Endowment Fund.	Do.	4,31,700	...	...	...	4,31,700	17,224 13 0	...	17,224 13 0	17,224 13 0(C)	...
PUNJAB (1).												
Pending apportionment of securities relating to Central Charitable Endowments between India and Pakistan, the list of Securities could not be prepared by the Accountant General (Treasurer of Charitable Endowments), East Punjab.												

(A) Fees for interest collected.

(B) Opening Balance.

(C) Includes fees paid to Government.



Case No.	Name of Endowment	Persons on whose behalf held	Particulars of Securities					Cash receipts			Cash expenditure Payments	Balance in cash	Remarks
			4 % 1960-70	Post Office National Savings Certificate	3% Loan of 1970-75	3% Conversion Loan 1946	Total of securities	Interest or dividend realised	Other cash receipts	Total cash receipts			
1	2	3	4	5	6	7	8	9	10	11	12	13	14
UTTAR PRADESH*													
<i>Aligarh</i>													
1	Tasaddug Rasul Arabic Scholarship Endowment Trust.	Treasurer, Muslim University, Aligarh.	...	...	...	20,200	20,200	602 14 0	...	602 14 0	602 14 0	...	
2	Sir Saiyed Ahmed Memorial Trust, Aligarh.	Registrar, Muslim University, Aligarh.	...	...	...	1,16,000	1,16,000	3,461 14 0	...	3,461 14 0	3,461 14 0	...	
3	Sir William Morris Scholarship Endowment Trust.	Vice Chancellor, Muslim University, Aligarh	...	..	...	6,400	6,400	191 0 0	...	191 0 0	191 0 0	...	
<i>Allahabad</i>													
4	Rewa Scholarship Endowment Trust.	Principal, Government Intermediate College, Allahabad	...	...	...	4,100	4,100	122 6 0	...	122 6 0	122 6 0	...	
5	Panna Scholarship Endowment Trust.	Director of Education, U.P., Allahabad.	...	...	...	4,400	4,400	131 4 0	...	131 4 0	...	...	
6	Charkari Scholarship Endowment Trust.	Ditto	...	...	...	8,200	8,200	244 12 0	...	244 12 0	244 12 0	...	
7	Vizianagram Scholarship Endowment Trust.	Registrar, University of Allahabad.	...	...	...	25,000	25,000	775 14 0	...	775 14 0	775 14 0	...	
8	Ditto . . . .	Principal, Government Intermediate College, Allahabad.	...	...	...	14,800	14,800	441 10 0	...	441 10 0	441 10 0	...	
<i>Banaras</i>													
9	Sadholal Scholarship Endowment Trust.	Principal, Sanskrit College, Banaras	...	...	...	45,000	45,000	1,343 0 0	...	1,343 0 0	1,343 0 0	...	
10	Kathiwad Sanskrit Scholarship Endowment Trust.	Ditto.	...	...	...	9,100	9,100	271 10 0	...	271 10 0	271 10 0	...	
11	B. Shyam Singh and Brijkishore Tandon Swimming Competition Endowment Trust.	Headmaster, Central Hindu School, Banaras.	...	...	...	300	300	9 0 0	...	9 0 0	9 0 0	...	

Case No.	Name of Endowment	Persons on whose behalf held	Particulars of Securities				Cash receipts			Cash expenditure	Balance in cash	Remarks	
			4% Post 1960-70 Office National Savings Certificate	3% Loan of 1970-75	3% Conversion Loan 1946	Total of securities	Interest or dividend realised	Other cash receipts	Total cash receipts	Payments			
1	2	3	4	5	6	7	8	9	10	11	12	13	14
UTTAR PRADESH*—contd.													
Banaras—contd.													
12	Nagri Pracharini Sabha Endowment Trust.	Secretary, Nagri Pracharini Sabha, Banaras.	...	...	...	1,39,400	1,39,400	3,614 1 0	...	3,614 1 0	3,614 1 0	...	
13	Rewa Scholarship Endowment Trust.	Principal, Govt. Higher Secondary School, Banaras.	...	...	...	5,800	5,800	173 2 0	...	173 2 0	172 3 0	...	
14	Maha aj Kumar Sri Sudhangsu Shekhar Singh Deo heir apparent of Sonepur Estate Orissa Medal Endowment Trust.	Vice Chancellor, Hindu University, Banaras.	...	...	...	1,500	1,500	44 12 0	...	44 12 0	44 12 0	...	
15	Central Hindu School, Vidya-rishi Sahayak Sabha Charitable Endowment Trust.	Head Master, Central Hindu School, Banaras.	...	...	...	65,000	65,000	1,939 14 0	...	1,939 14 0	1,939 14 0	...	
16	Rani Bhuwan Raj Lakshmi Debi Endowment Trust.	Registrar, Hindu University, Banaras.	...	...	...	7,300	7,300	217 14 0	...	217 14 0	217 14 0	...	
Pauri Garhwal													
17	Garhwal Kashatriya Scholarship Endowment Trust.	Secretary, Garhwal Kashatriya Scholarship Endowment Trust Fund, Pauri.	...	...	...	51,800	51,800	1,545 14 0	...	1,545 14 0	1,545 14 0	...	
18	Chandra Ballav Memorial Endowment Trust.	Deputy Commissioner, Garhwal.	...	...	...	89,000	89,000	2,656 2 0	...	2,656 2 0	2,656 2 0	...	
Lucknow													
19	MacDonnell Fund for Training of Lady doctors.	Principal, Medical College, Lucknow.	13,000	...	...	94,300	1,07,300	3,224 2 0	39 15 0	3,263 3 5	3,263 3 5	...	
20	Nagar Education Endowment Trust.	Secretary, Nagar Education Endowment Trust Upper India, Lucknow.	8,000	400	1,300	16,600	26,300	828 10 0	34 6 3	863 0 3	863 0 3	...	
21	Capt. Kunwar Inderjit Singh, M.C.I.M.S. Scholarship Fund.	Principal, Medical College, Lucknow.	...	...	...	1,00,200	1,00,200	3,148 8 0	...	3,148 8 0	3,148 8 0	*5,300	*Discharged value of 3% loan 1953-55 awaiting investment.
Mirzapur													
22	Giraundi Kayasth Pathsala Endowment Trust.	Collector, Mirzapur	15,700	...	...	1,600	16,700	648 10 0	...	648 10 0	648 10 0	...	

\*Represents accounts for the year ending 30-9-53

(No. F.4(12)—F.1 TCE/54  
S. G. BARVE,  
Treasurer of Charitable Endowments for Ind.

## MINISTRY OF FINANCE (Revenue Division)

## ORDER

## STAMPS

*New Delhi, the 8th June, 1954*

**S.R.O. 2.012.**—In exercise of the powers conferred by clause (a) of Sub-section (1) of Section 9 of the Indian Stamp Act, 1899 (II of 1899), the Central Government hereby remits for the whole of the State of Delhi with effect from the 1st December 1948, the duty chargeable under article 4 of the First Schedule to the said Act on certain affidavits sworn by the nationals of Pakistan specified in Column 2 of the schedule annexed hereto in connection with the claims mentioned in the corresponding entry of column 3 of the said Schedule.

## SCHEDULE

Sr. No.	Name of the Claimant	Claim case No.
1.	Mr. Almadar Hussain . . . . .	H. 427/48
2.	„ Khuda Bux Bagh Khan Mangrio . . . . .	II. 460/48
3.	„ Abdul Sattar Baig . . . . .	H. 470/48
4.	„ Abdullah Khan . . . . .	H. 472/48
5.	„ Mohd Ismail . . . . .	H. 27/49
6.	„ Gulam Khan . . . . .	H. 37/49
7.	„ Haji Ahmad Din Butt <sup>1</sup> . . . . .	H. 125/49
8.	„ Fazal Hussain . . . . .	II. 151/49
9.	„ Sher Bashadu . . . . .	H. 216/49
10.	„ Nohammad Hasham . . . . .	H. 220/49
11.	„ Hakim Syed Mohd. Shafiq . . . . .	H. 28/49
12.	„ Irshad Ahmad . . . . .	H. 214/49
13.	„ Alam Sher . . . . .	H. 120/49
14.	„ Muhammad Din . . . . .	H. 38/50
15.	„ Fazal Ahmad . . . . .	H. 24/49
16.	„ Q. Habibullah . . . . .	II. 441/48
17.	Ch. Mohd Tufail . . . . .	H. 337/48
18.	Mr. Willayat Khan <sup>1</sup> . . . . .	H. 221/49
19.	Mst. Rahmat Bibi . . . . .	II. 215/49
20.	Mr. Khair Din . . . . .	H. 141/49
21.	Syed Willayat Hussain . . . . .	H. 105/48
22.	Zille Ahmed . . . . .	H. 14/49
23.	Mr. Abdul Ghafoor . . . . .	H. 174/48
24.	Mr. Mohd. Hussain . . . . .	H. 11/49
25.	Mr. Siraj Din . . . . .	H. 64/48
26.	Sub. M. Sadiq . . . . .	H. 319/47
27.	Mr. Fazal Din . . . . .	H. 205/47
28.	Sh. Qamar Din . . . . .	H. 14/48

Sr. No.	Name of the Claimant	Claim case No.
29.	Mr. Mohammad Ismail . . . . .	H. 206/48
30.	„ Ghulam Mohammad . . . . .	H. 182/48
31.	„ Abdul Rauf . . . . .	H. 71/48
32.	„ Mohd. Sharif Rela . . . . .	H. 193/48
33.	„ Ghulam Mohammad . . . . .	H. 344/47
34.	„ Mohd. Shafi . . . . .	H. 215/47
35.	„ Mohd. Irfan . . . . .	H. 137/48
36.	„ Mohd. Amin . . . . .	H. 182/47
37.	„ Labh Din . . . . .	H. 2/48
38.	„ Mohd. Akaram Shah . . . . .	H. 331/47
39.	„ Haji Mohd. Din . . . . .	H. 72/48
40.	„ Mohd. Ibrahim . . . . .	H. 332/233/47
41.	„ Abdul Rahim . . . . .	H. 4/48
42.	„ Mohd. Rafique . . . . .	H. 8/48
43.	„ Mohd. Saeed . . . . .	H. 263/47
44.	„ Karam Khan . . . . .	H. 138/48
45.	„ Mohd. Sharif . . . . .	H. 158/48
46.	„ Barat Ali Khan . . . . .	H. 309, 316, 334, 342 and 371/47
47.	„ Mohd. Amin . . . . .	H. 26/47
48.	„ Allah Nawaz . . . . .	H. 25/49
49.	„ Mohd. Suleman . . . . .	H. 393/47
50.	„ Mohd. Abdur Hamid . . . . .	H. 178/48

[No. 6.]

A. K. MUKARJI, Dy. Secy.

## CUSTOMS

New Delhi, the 12th June, 1954

**S.R.O. 2013.**—In exercise of the powers conferred by section 23 of the Sea Customs Act, 1878 (VIII of 1878), the Central Government hereby exempts *Acetyl Sulphapyridine* imported into India and falling under item 28 of the First Schedule to the Indian Tariff Act, 1934 (XXXII of 1934), from so much of the duty of customs leviable thereon under the said Act as is in excess of the duty of—

(1) 30 per cent. *ad valorem*, where the standard rate of duty is leviable, and

(2) 20 per cent. *ad valorem*, where a preferential rate of duty is leviable, and in either case also from the whole of the additional duty of customs leviable thereon under any law for the time being in force.

[No. 58.]

E. RAJARAM RAO, Joint Secy.

*New Delhi, the 19th June, 1954*

**S.R.O. 2014.**—In exercise of the powers conferred by section 23 of the Sea Customs Act, 1878 (VIII of 1878), the Central Government hereby directs that the following further amendment shall be made in the notification of the Government of India in the Finance Department (Central Revenues) No. 1—Customs, dated the 9th March, 1946, namely:—

In the Schedule to the said notification, after Serial Number 8 and the entries relating thereto, the following Serial Number and entries relating thereto shall be inserted, namely:—

1	2	3
“8A	(i) Sumach (also spelt Sumac) leaves including ground Sumach. (ii) Valonia cups and beards.	The whole”

[No. 59.]

E. RAJARAM RAO, Joint Secy.

